



ATLANTIE FISHERMAN

FEBRUARY, 1949





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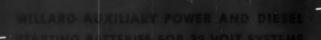
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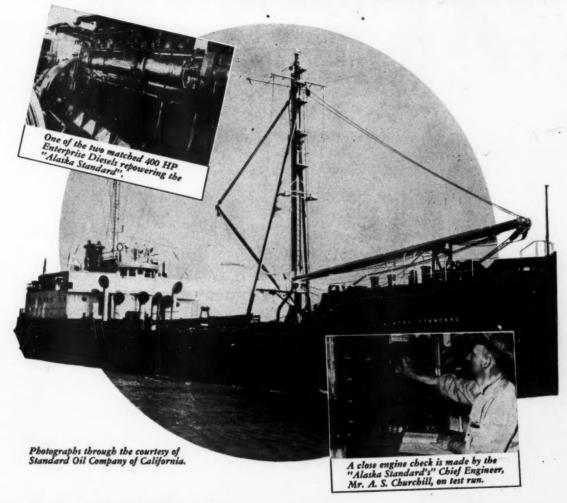
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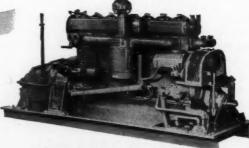
4. Does it have dual overhead camshafts?

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Is the cylinder block symmetrical?

Only the Murphy Salesman can answer "Yes" to Only the these questions. Ask him for a copy of the booklet "7 questions"—it is an illustrated discussion of these superior design features—or write direct, MURPHY DIESEL COMPANY, 5321 West Burnham Street, Milwaukee 14, Wisconsin.



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Industry Mobilizes to Curb Foreign Fish Imports

Latest development in the industry's efforts to stem the increasing flow of fish imports is a public hearing to be held in Washington on February 15 and 16 before the House sub-committee on Fisheries, of which Congressman Clark Thompson of Texas is chairman. It was expected that industry-wide representation would be on hand to impress members of Congress with the seriousness of the import situation.

At an Import Committee meeting of the National Fisheries Institute, held last month in St. Louis, members representing both producers and distributors unanimously agreed to ask the Federal Government to place limitations on fish imports.

The Committee recommended an annual quota limit of 43,000,000 pounds on the importation of fresh and frozen groundfish fillets into the U. S. It also asked that a quota of 80 percent of the 1948 imports of round and dressed groundfish, including rosefish, be established for these products.

During 1948, United States fillet imports reached an all-time high of 53,566,000 lbs. which is almost 6 times the total of 9,426,000 lbs. for 1939. They were 53 percent more than the 1947 imports of 35,093,000 lbs. and 9 percent over the 1946 figure of 49,171,000 lbs.

Total United States imports of all edible fishery products in the first 9 months of last year amounted to 348 million lbs. compared with 267 million in the same period of 1947. Exports of fishery products during this period were only 71 million lbs., less than half the 159 million exported during the first 9 months of 1947.

Several leaders of the industry presented briefs last month at the hearing on the extension of the Reciprocal Trade Agreements Act. Thomas D. Rice of Massachusetts Fisheries Association stated: "Because of our Government's policy under the ECA program, the fishing industry of America finds itself not only in competition with the subsidized industries of other countries, but we discover that the United States is furnishing financial assistance to almost every foreign country in the world to sustain and expand their existing seafood enterprises, and to develop new fishery projects in countries which, until they became recipients of ECA funds, never gave their commercial fishery potentials a serious thought. Monies from this fund have been earmarked to finance the construction of fishing vessels, processing plants, and fish canneries, the end products of which are to be shipped to and distributed in the United States."

Lawrence J. Hart, of the Gloucester Fisheries Association, in his brief declared: "Fish fillet imports are subject to duty under the Second Trade Agreement with Canada, which became effective January 1, 1939. This agreement prescribed a duty of 1½ cents per pound for imports of fresh and frozen groundfish fillets up to 15 million pounds, or 15 per cent of the average United States consumption of these species in the three preceding years, whichever is greater; and a duty of 2½ cents per pound for imports above this amount.

"In 1939, the ad valorem equivalent of the 11/8 cents per pound tariff rate represented 24 per cent of the value of ground-fish fillets, f.o.b. country of export. The average f.o.b. price of fillets in these countries at that time was from 7 to 8 cents per pound. The 11/8 and 21/2 cents per pound duty then acted as a sufficient deterrent against increasing imports, as this Second Trade Agreement originally was intended.

"By 1945, the ad valorem equivalent of the 17/8 cents per pound rate had dropped to approximately 9.8 per cent of the value of groundfish fillets, f.o.b. country of export. Fillets then were selling f.o.b. in these countries at about 18 cents per pound. The disparity in the 1939 duty rates as against the price of fillets in these countries was then far out of line and it is still more out of line today. In other words, the established rates of 17/8 and 21/2 cents per pound do not in any degree act as a deterrent against imports."

Another group which filed a brief for the Trade Agreements Hearing was the California Fish Canners' Association. They pointed out that while the Tariff Act of 1930, as amended, makes provision for the imposition of countervailing duties in any case where the commodity is the beneficiary of a subsidy in the producing country, they did not know of a single instance where such a duty has been imposed on an imported fishery product.

ATLANTIC FI\$HERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers

VOL. XXX FEBRUARY 1949

NO. 1

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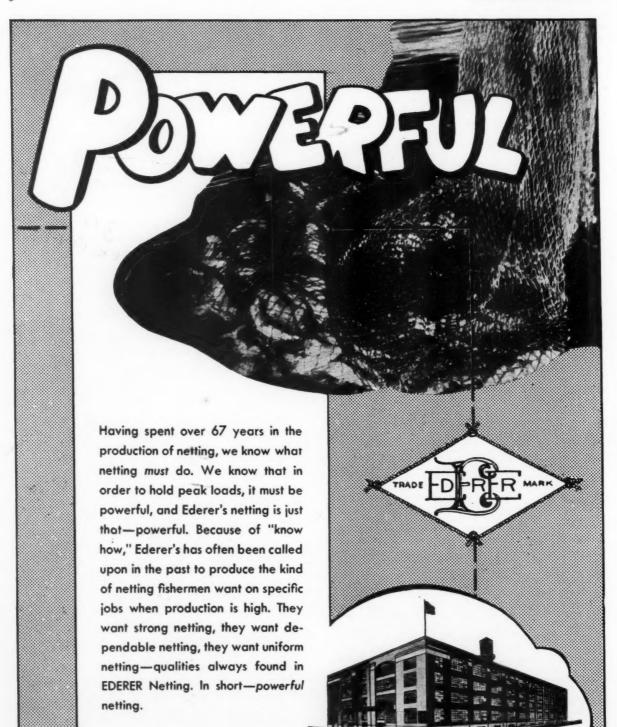
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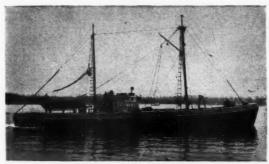
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SAYS VETERAN TRAWLER CAPTAIN

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To, from and on the fishing grounds, the new Sperry Magnetic Compass Pilot saves time, fuel and manpower for veteran Captain Dick Edwards of the Trawler, ROBERT E, out of Promised Land, Long Island...



Off to Grounds! Sperry Magnetic Compass Pilot steers the 110-foot trawler ROBERT E straight to profitable fishing.



Double Duty! Captain Dick Edwards steers with remote controller while operating the winch.



... because its automatic steering puts one more man on the net—releases the vessel's crew for handling the winch, the net—for sorting and packing fish the instant the "bag" is dumped.

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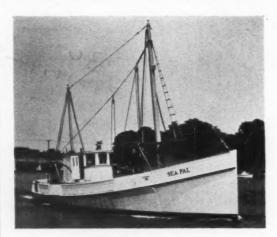
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Sounding-Lead

NORTHWEST ATLANTIC An International Conven-FISHERIES PACT SIGNED—tion providing for the establishment of an International Commission for the Northwest Atlantic Fisheries was signed by 10 nations in Washington, D. C. on February 8. The signing is the result of the deliberations of the International Northwest Atlantic Fisheries Conference which was convened at Washington, D. C., by the United States Government on January

Signers of the pact, said to be the first of its kind in world history, were Canada, Denmark, France, Iceland, Newfoundland, Norway, Portugal, Spain, United Kingdom and the United States, who were represented by delegates. Italy, which helped to draw up the accord, was expected to sign within the 14-day time limit. The Convention will enter into force on deposit of ratifications by 4 signatory governments. The Food and Agriculture Organization of the United Nations and the International Council for the Exploration of the Sea were represented by Observers.

The over-all area covered by the Convention is divided into five sub-areas. These sub-areas generally cover the waters off the west coast of Greenland, Labrador, Newfoundland, Nova Scotia and New England. The Convention provides for a separate panel with particular jurisdiction over each of these sub-areas.

The primary function of the Commission will be to collect, collate and disseminate scientific information on international fisheries in the Convention area. While the Commission has no direct regulatory powers, its panels may transmit through the Commission to the governments of each panel for appropriate action recommendations for measures based upon scientific information which are deemed necessary for maintaining those stocks of fish which support international fisheries in the Convention area.

It was recommended by the Conference that upon the coming into force of the Convention the United States Government should take the initiative to convene the first meeting of the Commission. Pending entry into force the Canadian Government has agreed to take the initiative in assembling information concerning international fisheries in the area.

The United States delegates at the conference were: Wilbert M. Chapman, special assistant to the Under Secretary for Fisheries and Wildlife, Department of State, Chairman; William E. S. Flory, deputy special assistant to the Under Secretary for Fisheries and Wildlife, Department of State; Hilary J. Deason, chief, Office of Foreign Activities, Fish and Wildlife Service; Frederick L. Zimmermann, consultant on fisheries and wildlife, Department of State.

United States advisers were Thomas A. Fulham, president, Federated Fishing Boats of New England and New York, Inc.; Wayne D. Heydecker, secretary-treasurer, Atlantic States Marine Fisheries Commission, New York City; Milton C. James, assistant director, Fish and Wildlife Service; Patrick McHugh, secretary-treasurer, Atlantic Fishermen's Union, Boston, Mass.; Capt. Harold C. Moore, coordinator for interdepartmental and international affairs, United States Coast Guard; Richard Reed, commissioner, Sea and Shore Fisheries, State of Maine.

1948 FISH CATCH—During 1948, United States and Alaskan fishermen caught about 4.5 billion lbs. of fish and shellfish, estimated to have been valued at over \$300,000,000 to the fishermen. The volume of the catch was almost identical with production in the three previous years, and the average yield during the period from 1935 to 1939.

The catch of menhaden off the Atlantic Coast and Gulf States was estimated at about 950 million lbs., and was the largest of any species, having been more than twice the production of salmon, which held second place. The Pacific pilchard or sardine fishery yielded a catch of about 360 million lbs., a recovery of over 100 million lbs. from the low level of the previous year. Pacific Coast fishermen landed nearly 300 million pounds of tuna during the year, a new record, while the catch of sea herring on both coasts totalled somewhat over 300 million lbs., including about 166 million lbs. landed by Alaskan fishermen

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and 140 million taken in Maine. The catch of redfish totalled 241 million lbs., also a new record and an increase of 95 million

lbs. over the previous year.

San Pedro, Calif. maintained its position as the leading United States fishing center with total landings of about 460 million lbs., valued at \$30,000,000 to the fishermen. Gloucester, Mass., was in second place, with production of 250 million lbs., valued at \$11,000,000. San Diego, Calif., and Boston, Mass. shared third position with landings of about 200 million lbs. each. Because of the large tuna landings at San Diego, the value of the catch at the port is estimated at \$35,000,000, while Boston production yielded fishermen \$16,000,000.

FISH COMMITTEE MEMBERS—Membership on the new and, enlarged Fisheries Subcommittee of the House Committee on Merchant Marine and Fisheries, of which Schuyler O. Bland of Virginia is chairman, includes the following: Democrats—Clark W. Thompson, Tex., Chairman; Frank W. Boykin, Ala.; Victor Wickersham, Okla.; James B. Hare, S. C.; Charles E. Bennett, Fla.; Phil J. Welch, Mo.; James J. Murphy, N. Y.; Tom B. Fugate, Va.; and Republicans—Alvin F. Weichel, Ohio; T. Millet Hand, N. J.; Thor C. Tollefson, Wash.; John J. Allen, Jr., Calif.; Edward T. Miller, Md.; Charles E. Potter, Mich.

The roster of the Senate Interstate and Foreign Commerce Committee, which is concerned with fisheries legislation in the Senate, is as follows: Democrats—Edwin C. Johnson, Colo., Chairman; Ernest W. McFarland, Ariz.; Warren G. Magnuson, Wash.; Francis J. Myers, Pa.; Brien McMahon, Conn.; Herbert R. O'Conor, Md.; Lyndon B. Johnson, Tex.; Estes Kefauver, Tenn.; and Republicans—Charles W. Tobey, N. H.; Clyde M. Reed, Kan.; Owen Brewster, Me.; Homer E. Capehart, Ind.;

John W. Bricker, Ohio.

SEPARATE FISHERIES

AGENCY RECOMMENDED—

The Natural Resources

Committee of the
Hoover Commission has

Hoover Commission has recommended division of the Fish & Wildlife Service into two units, a Fisheries Service and a Wildlife Service, to make possible greater attention to the problems of commercial fisheries. These two Services would be included in a new department which would be charged with administering the nation's natural resources, and would replace the present Interior Department.

The House passed a bill during the first part of February giving the President general authority to reorganize the Government under the Hoover Plan which is designed to increase

the efficiency of Federal agencies.

CANNED FISH TO GREECE—An authorization of \$670,000 for the purchase by Greece of canned fish from the United States and Possessions for shipment during the first quarter of 1949, was announced on January 14 by the Economic Cooperation Administration. The fish can be of any type other than salmon and tuna, and purchases will be made through regular commercial channels.

Paul Hoffman, ECA Administrator, has indicated his agency will give favorable consideration to the approval of funds for reasonable quantities of moderately priced U. S. canned fish, particularly in view of the fact that the current supply of dry salted fish available in other countries is inadequate to meet requirements.

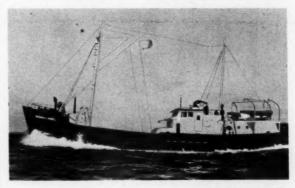
CURRENT LEGISLATION—Senator Warren G. Magnuson of Washington has introduced a fisheries subsidy bill sponsored by the International Fishermen and Allied Workers of America, C.I.O., which has

as its purpose the stabilization of the price of fish to the pro-

The measure would create a Fisheries Stabilization Corporation within the Department of the Interior, which could "package, process, manufacture, can, freeze, store, and transport any fish or fish product acquired by it or required by any other agency of the United States." Also, among other things, the Corporation could "procure fish and fish products for sale to other Government agencies, foreign governments and domestic, foreign or international relief or rehabilitation agencies, and to meet domestic requirements."

The Corporation would have a capital stock of \$5,000,000, (Continued on page 53)

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"Fresh-Water Tanks In Our Fleet Never Need CleaningThanks to Aqua-Clear!"

- Capt. Joseph Martell, Port Captain Sherman B. Ruth, Inc.

Owners of the Barbara Angell find Aqua-Clear absolutely effective in preventing rust in water tanks. In the past, this steel dragger has had a great deal of trouble from rusty water, despite the fact that tanks were cleaned at least once and usually twice a year. Since starting to use Aqua-Clear over 12 months ago, drinking water has been crystal clear and there has been no need to clean tanks. The result has been a substantial saving... and the enjoyment of clear, palatable drinking water at all times.

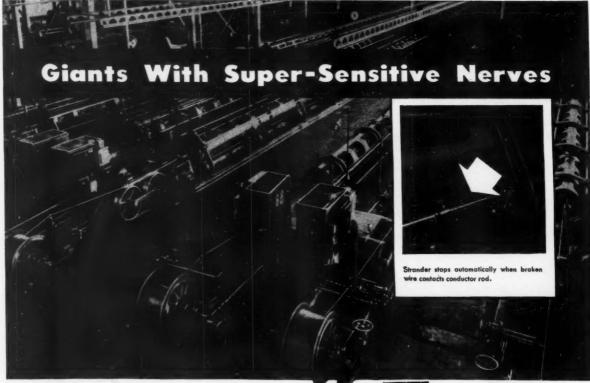
Aqua-Clear Now Used by Entire Fleet

Formerly it cost three days lay-up time to clean, cement and wash down the fresh-water tanks of each boat, plus the high cost of labor and materials. Now, tank cleaning has been virtually eliminated. The entire fleet uses Aqua-Clear regularly and is no longer bothered by rusty water.

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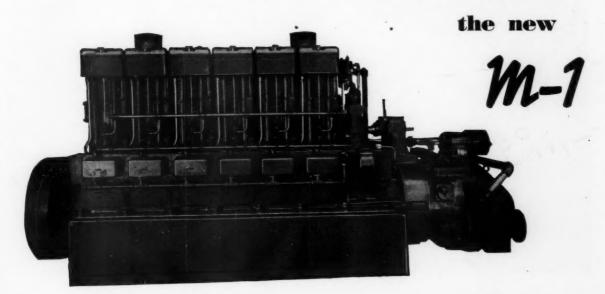
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8½x10½-35 bhp per cylinder

A modernized version of our husky 4-cycle $8\frac{1}{2} \times 10\frac{1}{2}$, delivering 35 dependable horsepower at 620 rpm. We have retained the basic features of this time-proven engine and improved many vital details. It is available in 3, 4, 5 and 6-cylinder models, from 105 to 210 horsepower.

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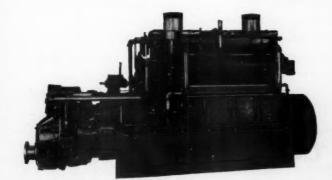
INJECTION is by Bendix-Scintilla pumps and nozzles.

COOLING SYSTEM may be direct or indirect with automatic temperature control by a Fulton Sylphon valve. Water pumps are gear-driven centrifugals.

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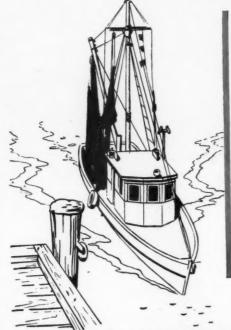
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Twin Disc Marine Gears give you complete control over your boat when docking or maneuvering. They respond instantly, because the shift is made by transferring the pressure from forward to reverse clutch plates without the need for a gear change.

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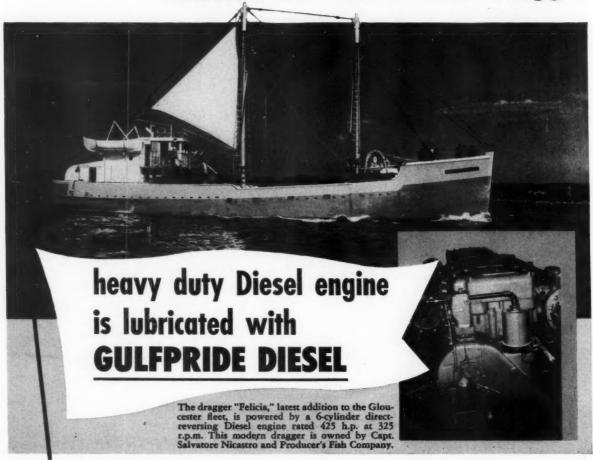




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Superrefined by the Alchlor Process, Gulfpride Diesel has a rich paraffin base, is fully detergent—gives Diesel engines an extra margin of protection against excessive wear, keeps them cleaner.

Other Gulf quality lubricants protect the mod-

ern auxiliaries on the "Felicia," and Gulf Diesel fuels are used for top engine efficiency.

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Check Accessories When Fitting Out

By Capt. Elwell B. Thomas

A GREAT deal has been written from time to time about the proper way to check boat hulls and machinery when fitting out, and it seems to have borne fruit. We still find, however, that the equipment of commercial fishing vessels is too often in poor condition, especially on the smaller boats.

Hand Tools

Tools frequently are in bad shape because of old age and lack of care. The first step to improve this situation is to build racks to hold both machine and carpenter tools where they will be dry as well as readily available. The worst thing to do is to throw them in a locker and let them chummily rust and corrode together. A ship's tools should receive the same care that a first class machinist or carpenter would give them, as they will work properly only when in good condition.

Usually racks can be built along the ceiling of the hull in the engine room or fo'c's'le. In constructing the racks, consider the fact that the tools must be held securely enough to prevent their moving around in a seaway and still allow for easy removal when needed. The racks should be so located that dampness will not ordinarily strike them, as through an open companionway, and not of a material such as canvas straps which will hold dampness and encourage rusting.

It is dangerous as well as inconvenient to depend on damaged, worn or dull tools. For example, a Stillson wrench with teeth that cannot be trusted is dangerous in that it may fail in an emergency or slip and cause severe injury to the user. Box, openend and Allen set-screw wrenches should be in first class shape and snugly fit the size nut for which they are intended. Easy operation of the adjusting nut on the various types of wrenches so equipped is important—keep the threads in good condition and well lubricated.

Chisels, including cold chisels, should be properly sharpened and their handles kept in good repair. It is advisable to carry extra handles in case of breakage.

See that drills are sharpened and old ones that have been ground down to short lengths are replaced by new ones. Bit braces and breast drills should be A-1 with their chucks kept well oiled and in good shape. Proper operation of bit brace ratchets and meshing of breast and radio drill teeth are important for reliability in an emergency and avoiding injury to the

As with all other cutting tools, be sure that carpenter's saws are sharp by being properly filed and set. It is advisable to carry the best hack saw frame available along with plenty of blades of various types. Keep the frame in condition so that new blades can be installed quickly and easily. In addition to the regular hack saw frame, it is wise to carry one of what we might call the revolver grip type for working in confined spaces, a very valuable tool in many emergencies.

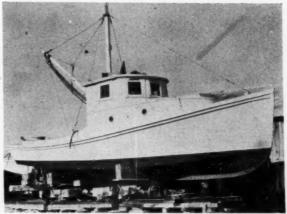
Tools with cutting edges often are sold coated with heavy oil or soft grease and wrapped in wax paper. Keep them stowed in this manner to assure long and satisfactory life. If one gives all tools a coating of oil, Vaseline or grease, care should be exercised to prevent the handles from getting so coated for they then become dangerous as well as a messy nuisance.

Fire Extinguishers

Fire extinguishers should be checked carefully at least once a year—more frequently if possible. Extinguishers such as Foamite require discharging and recharging once a year not only to be sure that the contents are fresh and workable but also to be assured that the discharge hose is free and clear of obstructions. A plugged hose can cause explosion of the extinguisher.

A squirt of the carbon-tetrachloride type of extinguisher will assure one as to whether it works. Carry an extra can of the chemical aboard to keep the extinguishers filled. If, upon test, it is found that the extinguisher afterwards drips at the outlet, have it repaired by a reputable service man—never plug the outlet.

A carbon dioxide type of extinguisher is tested by weight. If the weight is appreciably below normal, have the extinguisher



The 38' shrimper "Lively Lady", owned and skippered by Capt. William Harris, in drydock at Beaufort, N. C. for over-hauling and fitting out. She is powered by a Chrysler engine.

recharged by one authorized to do such work. If the extinguisher is discharged when over five years of age, it must be sent to the factory or factory representative for a pressure test. Built-in carbon dioxide systems should be tested by an expert.

It would do no harm to study up on fire extinguishers and fire fighing in general—to know how and when to use each type of extinguisher. Not only is it advisable to know the subject of fire extinguishers thoroughly from the viewpoint of fighting the fire most efficiently, but also from the viewpoint of personal safety in regard to fumes from extinguishers. Information on fire fighting can be obtained from various sources, such as the manufacturers of fire fighting equipment, the underwriters, and the Steamboat Inspectors.

Bilge Pumps

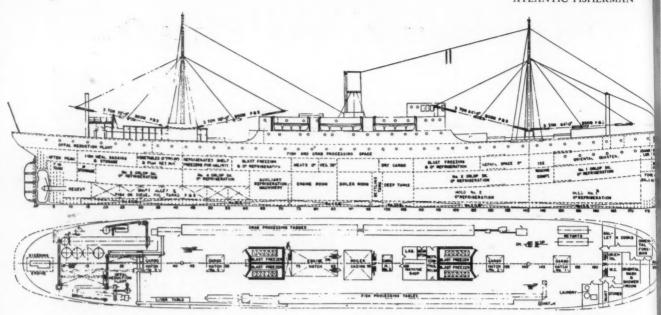
While fishermen do not have to carry the equipment required on freight and passenger vessels, much of the equipment on the latter types could well be carried aboard fishermen. If it were carried and properly maintained, many fishing vessels that have been lost would have been saved.

During the last war, this writer had charge of outfitting and was master of a small coastwise freight boat. One of the government requirements for this vessel was that there be two independent power-driven bilge pumps with individual capacities, if memory serves me correctly, of 100 gpm. It was allowable to drive one pump from the main engine but the other had to be powered by an entirely separate engine. This was not an expensive requirement in view of the total value of the vessel, yet we almost never see such safety precautions in a fishing vessel.

In addition to the bilge intake on the independent pump, we also had a fire fighting intake through a seacock in the bottom of the hull and a salvage intake through a fitting in the side of the engine house. The fire intake had its advantages. In such an installation aboard a fisherman where two pumps are employed, it might be possible to pipe both to seacocks and then equip the vessel with sufficient fire hose and suitable nozzles. The all purpose nozzle that can be employed for solid stream or fog is the preferred type.

When checking your bilge pumping equipment, consider the following questions. Do you have adequate pumps and are they in condition? If the boat is small and one of the galvanized hand pumps is employed, are the leathers of the plunger and foot valve in good condition and is the metal of the pump good or is it nearly rusted out? Do you have to pump into a pail and then empty the pail or do you have a trough to fit the spout of the pump? Is the soldering of the pump spout in good condition, or is the spout about to drop off? If the pump is a bronze built-in unit, is it mechanically in good condition? Is the

(Continued on page 47)



Outboard profile of 410 ft. "Pacific Explorer" and upper deck arrangement showing processing lines, blast freezers, reduction plant.

Development of Fish Freezing Aboard Ship

"Pacific Explorer" is First American Mother Factory Ship

MERICAN fishing activities have, in general, been confined to relatively nearby areas within a practical cruising range of our fishing fleets. Except in the tuna fishery, reliance on ice for preservation of the catch has also tended to restrict the range of our fishing vessels. As our population grows, it can be expected that protein foods from the sea will become increasingly important to our national welfare. Our fishing vessels then may have to travel to more distant areas. This would necessitate a more reliable method of preservation, such as freezing and mechanical refrigeration.

One of the first large scale fishing operations involving the freezing of fish at sea was undertaken by a company organized in France. This firm operated a fleet of several trawlers in the North Atlantic, North Sea, and Mediterranean. All were of similar size and construction, used the same freezing system, and each had a cold storage capacity of about 150 tons of round fish.

The method of freezing used on the vessels was known as the Reeh system, making use of an improved Sacip freezing drum. The freezing unit consisted of a drum or cylinder about 8' long and 4' in diameter revolving around a longitudinal axis and divided into eight compartments which also revolved around the central shaft. The partitions, making up the eight compartments, were perforated for full circulation of the freezing medium. The drum was filled to the axis with circulating cold brine, thus leaving four compartments immersed in brine and four exposed above the brine. Each compartment was fitted with a water-tight door, closed when the drum was rotated.

The freezing period varied between one and two hours depending upon the size of fish and the speed of filling the freezing compartments. The total freezing capacity of each of these trawlers was 20 tons per day.

Freezing Tuna and Fillets

At the present time all of the larger tuna clippers make use of a brine chilling and freezing system for keeping the fish in good condition until they are brought to port. This system is efficient and satisfactory for the tuna industry but it might not be so successful for other species of fish. Tuna are practically all destined for the cannery and are cooked immediately upon being defrosted. Furthermore, they are not seriously affected by brine

freezing. It has been found that brine freezing fish for the fresh market is not highly successful.

One technician formerly connected with one of the large fish producers in Boston has suggested that there is no scientific information to indicate that trawler-caught fish could not be frozen at sea in the round and landed in that condition. When they were received in the shore packing plant they could be softened sufficiently to be cut into fillets and refrozen for the package market. So far this method of operation has never been encouraged, and has not been given a trial.

There is no reason to assume that the New England type trawler will not be redesigned to become adapted to freezing fish at sea. Many engineering problems are involved, but they are not impossible of solution.

Within the last two years a trawler has been designed for filleting and freezing fish at sea. This vessel, the 140' Deep Sea, was designed for trawling both fish and king crab and operates in Alaskan waters. It is of 350 gross tons and has space for 150 tons of frozen fish. The hold is insulated with 4" of cork and can be held at a temperature of 0° F. The blast freezer is a vertical descending elevator type adjusted to a speed which permits freezing during the descent from deck to hold. The fish are filleted and packed in divided metal trays in which they are frozen into bars later to be cut into consumer size blocks.

The English trawler Fairfree, a reconverted minesweeper with a capacity of 150 tons of fish, is operating in North Sea and Icelandic waters preparing packaged frozen fillets on the same general principles as the Deep Sea.

At intervals during the past several years plans have been prepared for a complete factory ship—that is, a vessel of sufficient size to contain freezing, canning, and by-products equipment. A number of such vessels were in operation by the Japanese prior to the war and at present the Soviet Government is known to operate a fleet of such vessels.

"Pacific Explorer"

The American counterpart of these vessels is the factory ship Pacific Explorer which made her maiden voyage in the South Pacific in 1947 and returned with a cargo of 2,300 tons of frozen tuna. This vessel was authorized by the Defense Plants (Continued on page 30)

Sea Contains Undeveloped Food Resources

Efficient Exploitation Needs Aid of Many Sciences

By Dr. Lionel A. Walford°

OW are all the people on earth going to get enough to eat? That is the great problem of today. Right now 17½ million more people are living in the world than there were this time a year ago; a million and a half more people live in North America now than a year ago. Next year there will be about that number of people more than there are now.

Every artifice that man has been able to muster is working to increase the food production, and at the same time to husband fertility, so as to preserve the earth from exhaustion and sterilization. We cannot any longer run away from limitations of food and space by pushing into new areas. We have arrived at the sea. That, some people say, is our new frontier remaining to be explored and exploited. There, they say, we will find the source of the food that the coming millions will need.

But the productivity of the sea is not limitless or constant either, any more than that of the land. Although there are still regions of the ocean untouched, the marine-wise countries have long exploited, and in some places severely over-exploited the most accessible areas. Nevertheless, the entire food resources of the sea are not yet exploited efficiently anywhere in the world. By efficiently I mean in a scientific manner with a design planned to get the most that the sea can yield on the average, continuously, for the benefit of the most people through all time.

Cooperative Research

A cardinal principle of fishery research is that it needs the help of many sciences-meteorology, physics, chemistry, physical oceanography-all of those as well as biology. And in biology itself it needs many different kinds of talents and specializations: population statisticians, ecologists, bacteriologists, physiologists, systematists. Consequently, in every sense ocean fishery studies must always be team efforts with many kinds of scientists, often representing many governments, working together selflessly as a team.

Some of these points can be brought out more clearly by telling about some of the actual problems of the ocean fisheries. The most pertinent example, of course, is that of the Atlantic herring. This is a tremendous population-probably the most numerous fish in the North Atlantic. Along with cod it is probably exploited by more countries than any other fish. It



Herring seiners empty their nets off Eastport, Me. early in January. The fish were running at mid-Summer rate, an almost unheard of occurrence in Passamaquoddy Bay.

lives over a vast area, from our middle Atlantic Coast up as far north as Labrador, over to the European side into the North Sea into the Baltic, around Iceland, along the Norwegian Coast, from the north of Scotland to the south of Ireland, and in the

Herring-like fishes furnish more food to the world than any other marine resource. It seems likely that if more food, cheap food, had to be produced from the sea in the Northern Hemisphere it would come from among them. They are, however, given to capricious changes in behavior. When fishery biologists finally discover the nature and causes of these changes, there will be plenty of practical results-for one thing, a means of predicting changes before they happen; for another, a means of knowing where to look for fish when their disappearances are due to change of habit.

Herring Stocks

We know that fishermen of 15 nations take out of the Atlantic Ocean between 3 and 4 billion pounds of herring annually. But when we say herring, that is a great over-simplification, for although, scientifically, the Atlantic herring is classified as belonging to a single species it really consists of a population of races, communities, or stocks. Such knowledge as there is about stocks of herring comes from painstaking studies which

biologists have made throughout the area where herring are found, using the same biometrical methods that anthropologists use for studying the races of man.

From these studies we know there are different stocks of herring, but we don't know for sure how many there are. We know still less as to how those that seem to be easily recognizable behave; that is to say, how or when they migrate, or what makes them school or fail to school, and so on. We don't know in what proportions the total catch of herring is made up of the several stocks. The reason for this lack of knowledge lies in the serious obstacles that hamper any direct methods

The most serious of these is that no one has yet found any feasible method of tagging herring as (Continued on page 35)

⁸ Excerpts from address delivered by Dr. Walford, Chief, Branch of Fishery Biology, Fish and Wildlife Service, at the National Canners Association Convention in Atlantic City, N. J. last month.



Part of the fleet of 30 boats which seined herring during the unusual January run in Passamaquoddy Bay off Eastport, Me.

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Connecticut Experiments with Maryland Seed Oysters

By Dr. Victor L. Loosanoff, Director, Fish & Wildlife Service Milford, Conn. Laboratory

BECAUSE oyster sets in Long Island Sound are often too light to provide the industry with sufficient quantities of seed oyster, it may become necessary in the near future to augment the local supply with seed imported from other states.

We already have in our hands some data on the behavior of imported seed in Connecticut waters. These data are based on observations which were made by Charles Nomejko and me on the growth and mortality of Maryland seed oysters that were grown to marketable size in Milford Harbor. The oysters were of the 1945 set of Millhill Bar in Eastern Bay, Maryland. They were sent to us by James Engle in May 1946, and from then to November 19, 1948 they were kept in Milford Harbor. Their growth and mortality were compared with those of the Long Island Sound set of the same age. At the start each group consisted of 260 individuals. Of course, both groups of oysters were kept under identical conditions.

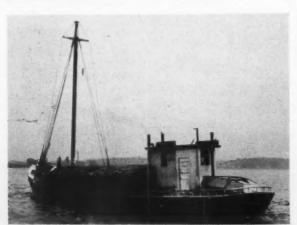
Comparative Growth

At the beginning of the experiment the mean length and width of the oysters of both groups were quite alike. The volumes of the oysters could not be determined at the beginning of the experiment because the set at that time was so small and so closely attached to the cultch that its separation would result in a heavy mortality.

At the end of the first growing season in Milford Harbor, December 3, 1946, both groups showed a substantial increase in size, and although the Long Island Sound group showed a somewhat more rapid growth, the mean length and width of both groups still remained about the same.

By the end of the second growing period, December 3, 1947, the mean length of the Lond Island Sound group was about 6.7 millimeters larger than that of the Maryland group, and in width the Long Island Sound oysters were leading by about 3.3 mm.

At the end of the experiment, November 19, 1948, the Long Island Sound group had a mean length of 102.2 mm. and a width of 74.6 mm., while the mean length of the Maryland group was 97.8 mm. and width, 73.2 mm. Thus, after three growing seasons in Milford Harbor the mean length of the Long Island Sound group was 4.4 mm. greater than that of the Mary-



The 84' oyster boat "Charles W. Lynde" owned and skippered by Capt. John H. Monsell of Greenport, N. Y. She is painted with International paint and equipped with a 120 hp. Fairbanks-Morse Diesel and a 44 x 34 Columbian propeller.

land group, while in width the Long Island Sound group exceeded by 1.4 mm.

During the experiment, the mean length of the Long Island Sound group was increased by 328% and the mean width, by 262%. For the Maryland oysters these increases were 299% and 254% respectively. It is interesting that during the last growing season the percent of annual increase of the Maryland oysters was greater than that of the Long Island group.

At the end of the experiment the mean volume of the Long Island Sound group was 69.5 cubic centimeters, while that of the Maryland oysters was 64.8 cc., the difference between the groups being 4.7 cc. in favor of our oysters.

Mortality

Observations on mortality showed that at the end of the experiment, of the original 260 oysters in each lot 144 were left in the Maryland and 97 in the Long Island Sound group. Thus, the total mortality for the Maryland group was 45% and for the Long Island Sound group, 63%. The Long Island Sound group always showed a larger number of dead oysters at the end of each growing season.

Obviously in both cases the rate of mortality was very high. Because the oysters were examined only once or twice during the year and since many died long before the examinations, thus leaving only empty shells, the causes of their mortality could not be determined. It is definite, nevertheless, that the mortality could not be ascribed to either starfish or drills because the oysters were protected from these enemies by being suspended off the bottom. We think it is possible that because our oysters were kept in shallow water some of them were Winter killed. If this is true, then it is strange that the Long Island Sound oysters which originated from more northern stock died in larger numbers.

At the end of the experiment, in November 1948, the condition of the meats of each group of oysters was determined by using the so-called "condition factor" formula. This merely consisted in finding a relation between the volume of the inside cavity of the oyster shells and the weight of the dry meat that came from these cavities. 25 oysters were used in each group for this determination. The condition factor of the Long Island Sound group was found to be 12.481, while that of the Maryland oysters was 10.806. Thus, the meats of the Long Island Sound oysters were somewhat better than those of the Maryland group.

Spawning

Since it was claimed by some oyster growers that southern oysters do not spawn in our waters, we examined the Maryland group in November 1948 for the presence of undischarged spawn but found no evidence of its retention. In general, the gonads of the control oysters and those of the Maryland group were in the condition normal for that time of the year.

Our observations can be summarized as follows: The Maryland set kept in Milford Harbor for three seasons grew at a somewhat slower rate than the native oysters. However, the differences in the rate of growth during the experiment and the difference in the final sizes of the two groups were comparatively small. The somewhat slower rate of growth of the Maryland oysters was more than compensated by the significantly lower mortality among that group.

It appears from these preliminary experiments that seed oysters from the upper part of the Chesapeake Bay may be successfully grown in some sections of Long Island Sound and its tributaries, provided, of course, that Maryland set can be obtained, and that its vitality is not seriously affected during transportation to Connecticut. Unfortunately, we still do not know whether these conclusions will hold true if the imported set is planted on the deep water beds where the conditions may be quite different from those of Milford Harbor. It is hoped that means will be found to conduct such experiments in the near future.

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Capt. Earl Killoran's 43 ft. tug "Silver Spray" at Escanaba, Michigan

Ice Fishing on the Great Lakes

THOUSANDS of commercial fishermen make good money in Winter months by fishing through the ice on the Great Lakes. Ice fishing not only provides a nice profit but offers an adventurous change from open water netting, despite the hardships of cold, uncomfortable weather.

This season, with the demand for fish good, and prices high, commercial fishermen again jumped to their task after ice over the bays had waxed solid. In the Green Bay region more than 400 commercial fishermen have concentrated on the ice of Big and Little Bay de Noc, alone.

The Bay de Noc fishermen suffered a sudden set-back early in January when warm weather, like a ship out of the fog, struck that area. The Bay ice started to melt and threatened their operations. For three days the ice was too thin to take a chance. West of Fayette, Mich., the ice moved out of Big Bay de Noc on January 3 with many fishermen losing valuable nets.

The smelt netters were the first pound netters to operate through the ice of Little Bay de Noc off Escanaba, Mich., this year. The smelt outlook is excellent, with an estimated production of close to 1,000,000 lbs. anticipated for 1949.

Between Escanaba and Gladstone, Mich., many claims have been staked and nets set for walleyes, whitefish, suckers and perch. Whitefish catches thus far have been light, but indications pointed to increased takes as the ice thickened.

Commercial fishermen netting through ice on Saginaw Bay of Lake Huron report good catches of perch, and look forward to some heavy whitefish hauls during the ice season.

Knowledge and Gear Necessary

The art of fishing through layers of ice originated with the Indians. Later white settlers, particularly those of Scandinavian ancestry, used this method.

Commercial netters who utilize the ice fishing method should have some knowledge of the art to make a real success of it. It is not just a matter of chopping a hole in the ice and letting the net down. One should know how water currents flow, where the fish are in various seasons, when they spawn and the forecasting of weather conditions, among other things.

When the lakes freeze over commercial fishermen rig up their "snowmobiles" to grip their way across the ice. They carry the fishermen, equipment, and a shanty. A snowmobile is a light model car which has been ingeniously converted to an eight wheel tractor. Watching them move across ice in a snowstorm followed by the small ice shanty on runners is reminiscent of one of the covered wagon caravans of our pioneers of the great Western plains.

Most of us look at nature as something beautiful and agreeable. To the experienced commercial fishermen, however, nature is often deceptive and its imposition is frequently hard to take. Ice cave-ins and breaks, bitter cold and severe storms, are some of the hazards through which an ice fisherman must labor to get a successful daily production of fish. Adventure is always spiced with danger and tragedy in this business of ice fishing. But once you've fished through the ice you invariably try it again—it gets in your blood, somehow.

Long before "lay people" get weather reports from their local

paper or over the radio, the commercial fisherman is out setting and lifting gill nets. The commercial fisherman's crystal ball, the barometer, gave him the dope in time to act. He needs nothing else to convince him. That barometer, however, is a great dictator. Let it forecast foul weather pending and the commercial fisherman knows at once he has a holiday on his hands.

For ice fishing operations the commercial fishermen possess an array of gear and equipment. Most of this runs into thousands of dollars. Besides nets of various sizes and types, there are equipment to facilitate transportation and tools for cutting the ice and lifting the catch. Virtually every species of lake fish requires a different size mesh, whether the gear be a gill, pound or trap net.

Setting Nets

Gill nets are set in a line across the current in succession from 15' of the shoreline out. These may be placed in water anywhere within 50 miles out from the point of issuance of license.

Placing a lengthy gill net under the ice is a major task. An average gill net (1080' in length) contains 60' lead weights spaced 18' apart and its setting requires more skill than labor.

Before a gill net is lowered into the water a number of holes are cut through the ice in succession. A 40-foot wooden pole with a hook attached to the far end is used to haul the net from hole to hole underneath the ice. Once the holes are cut through the ice, the net is lowered through the first hole, which is usually 18" in diameter. With the long pole it is pulled to the second, third and remaining holes until its entire length is spread. At the hole farthest lakeward the far end of the net is anchored. There, a lengthy piece of rope is attached to it to be used to re-set the net once it is lifted. This facilitates re-setting operations since the gill net may be readily pulled back in place by a snow-mobile.

Just recently commercial fishermen have devised a clever method whereby nets can be tripped and allowed to fall to the bottom if the ice moves out. Recovery of the nets can be made later.

For smelt and herring and production of other fish which come in runs, most fishermen use pound nets under the ice. In the pound net set, fish, like sheep, follow the mesh leaders of 1,000' to a heart-shaped tunnel netting leading directly to a crib where they are trapped.

When weather is below the freezing point, the catches can be held for as many as eight nights after trapping without any spoilage. So if the weather is too severe to lift the take a fisherman may wait until the storm has subsided to bring in his haul. In warm weather, however, fish may not be held more than a day without loss.

Great Lakes commercial fishermen usually set five gill nets and lift five gill nets daily in rotation in ice fishing operations. Reason for this is to provide shorter hauls over the ice, and to give the fishermen ample time to dispose of each catch. The pound netters work on a similar basis.

The catch may be most any variety of lake fish. Herring, perch, yellow pike, trout, whitefish, smelt and suckers. Virtually every net produces an average of 500 lbs. daily.

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Gulf Coast Production Shows Fish and Shellfish Gain

Fish and shellfish landings in principal production areas on the Gulf Coast for the year 1948 showed noticeable gains over the previous year. Grand totals for major classifications show the following increases: shrimp, from 302,000 to 310,000 barrels; oysters, from 521,000 to 765,000 barrels; hard crabs, from 7,553,000 to 12,916,000 lbs.; salt-water fish, from 5,645,000 to 7,363,000 lbs.; and fresh-water fish, from 2,016,000 to 2,455,000 lbs.

Louisiana was the top state in all classifications except saltwater fish where the first position was held by Alabama with 3,760,000 lbs., which was over double that of Louisiana and more than three times that of Texas. While the Biloxi area, with 205,000 barrels, led all sections for the quantity of oysters used for canning, total oyster production was highest in the New Orleans area with 276,000 barrels.

The most productive area for shrimp also was the New Orleans section, which had 90,000 barrels, followed by 43,000 at Houma, Chauvin and Dulac and 40,000 at Biloxi. In hard crab production, the New Orleans area ranked first with 7,106,000 lbs. fol-

lowed by the Morgan City area with 4,248,000.

The Morgan City section took first place in the fresh-water fish catch, with 1,648,000 lbs., followed by the New Orleans and

lower Mississippi area with 593,000 lbs.

In Texas shrimp production for last year, the Galveston-Freeport area was first with 23,228 barrels, followed by the Aransas Pass and Rockport area with 17,913. The same areas had 730,310 and 61,920 lbs. of salt-water fish production respectively.

Ask Federal Consent to Gulf Pact

A bill giving final congressional approval to the Gulf States marine fisheries pact was introduced in the Senate January 27 with the support of Senators from Alabama, Florida, Louisiana, Mississippi and Texas. The pact provides for establishing an interstate fisheries commission which would promote, develop and conserve the Gulf Coast fisheries. The commission would be similar to the Atlantic States and Pacific Marine Fisheries Commissions.

It would have authority to investigate methods and conditions dealing with prevention of depletion and physical waste of the Gulf fisheries, and also would be empowered to recommend the co-ordination of State Police power and to draft and recommend State legislation to further the basic purposes of the compact.

The Fish and Wildlife Service would be the primary research agency of the commission, and would cooperate with comparable

agencies in each of the compacting States.

Each State which ratifies the compact would have three representatives on the commission: the head of the State administrative agency responsible for the conservation of fisheries resources, a member of the State Legislature, and a citizen interested in marine fisheries appointed by the Governor.

Alabama, Florida and Louisiana already have ratified the compact, and Mississippi and Texas are expected to give their ap-

proval to it at the next session of their Legislatures.

Predict Good Oystering Next Year

Members of the Mississippi Seafood Commission and its advisory committee who made a tour January 14 of reefs in the Mississippi Sound between Biloxi and Louisiana have predicted a good oyster season next year. The group stated that oysters in the area off the Ramsay Place near Ocean Springs have grown considerably and should be of commercial size by next year. Thirty thousand barrels of oysters were planted in this section last July.

The advisory committee recommended that the Commission begin transplanting seed oysters to replenish bedding grounds and to establish new reefs, for both tonging and dredging purposes.

A survey being conducted by the Fish & Wildlife Service's Gulf Oyster Investigation Laboratory has revealed that the condition of Louisiana and Mississippi oyster beds that were damaged as a result of the opening of the Bonnet Carre Spillway on the lower Mississippi River has improved greatly. On certain leased beds in Louisiana a fair number of 1947 spat have survived, and until the early part of December there was no appreciable mortality in the 1948 set. In some areas west of the



The 38' shrimper "Clermont" owned by Robert J. Boudreaux of Houma, La., and skippered by Capt. Thaddeus LeBouf. She is equipped with a 30 hp. Fairbanks-Morse Diesel, Willard batteries and a Columbian propeller.

Mississippi River, there seems to have been a complete return to normalcy.

Production has been insignificant since 1945 in the oystergrowing areas of the extreme west end of the Mississippi Sound. Although there has been a fair to good set each season, the young oysters died before attaining market size.

Louisiana Shrimp Ban Lifted

The 88-day ban on shrimping in the inside and outside waters of Louisiana which began January 18 following an order by Wild Life & Fisheries Commissioner Ernest S. Clements was removed the 31st. This action was taken after a large delegation of shrimpers and others engaged in the industry had conferred with the Commissioner on the 19th and registered their disapproval of the ban.

The shrimpers contended that the only ban actually necessary is one on inland waters, since this is where shrimp breed. They also protested that no advance notice had been given of the closed period, and that as a result supplies already had been purchased for the season and a large number of boats were ready to sail when notice of the ban was received.

According to the Commissioner, the original order was issued following numerous complaints and after actual investigations by the agents in the Enforcement Division had shown that there was an excessive amount of small shrimp in the catches. Under the law, the fishermen are not permitted to keep shrimp which run in excess of 68 to the pound.

There will be a ban against the taking of shrimp in inside waters from February 15 through April 15. The outside waters of the State are designated as those with depths of 18' or more.

Seed Areas Closed to Oystering

Commissioner Ernest S. Clements of the Louisiana Wild Life and Fisheries Department issued an order January 24 prohibiting all further oystering on natural reefs in the State seed oyster reservations in Sister Lake, West Bay Junop and Lake Felicity. Dredging of oysters had been permitted in those areas for several months.

Tompkins Managing Carlton Fisheries

Bobby Tompkins has taken over the management of the Carlton Fisheries, Berwick, La., which is owned by Carlton Eacho. Mr. Tompkins has had 23 years' experience in the shrimping industry, and owns the *Ajax*, which is captained by Clarence Varnum, Jr.

The Carlton Fisheries fleet operating out of Berwick comprises the Explorer, Carlton Eacho, Huckleberry Finn, Drill and

Hilda B.

Favor 50-Count Shrimp Size Limit

The Jefferson Parish Fishermen's Association at a meeting in late January at Westwego, La., recorded its approval of a limit of 50 shrimp to the pound in order to protect the shrimp supply.

The organization also approved a resolution to limit the catch of shrimp for bait to five pounds per person during closed season. A redesignation of inside and outside waters was asked, in a

Florida Moves to Revive Its Oyster Industry

Immediate steps to revive Florida's oyster industry were launched in January by the Cabinet Board of Conservation. Acting on the recommendations of Conservation Supervisor George Vathis, the board appointed Dr. F. G. Walton Smith as director of its oyster culture division, and Dr. Robert M. Ingle as assistant director. Both are connected with the University of Miami Marine Laboratory.

At the present the program will be financed by \$2,400 which the Board released February 2 from an unused 1947 legislative appropriation of \$100,000.

In line with recommendations of Rep. Thomas D. Beasley and Rep.-Elect B. G. Patton, the Board promised to prohibit the removal of oyster shells from Choctawhatchee Bay by private construction companies and to cancel any leases in Apalachicola Bay which contain public bars.

Heavy Mullet Run

Unseasonably calm weather in the Fort Myers area has resulted in good fishing with an off-season mullet run, the heaviest seen in 12 years. Hauls of this fish have been so large since the season opened January 21 that wholesalers are freezing big lots. It is reported that there are 1,500,000 lbs. in storage. Prices are 12c a pound for mullet over 1½ lbs., and 7c for lighter ones.

Three Thousand Crawfish Tagged

Marine biologists of the University of Miami, working with the Florida Board of Conservation, recently tagged some 3,000 crawfish or spiny lobsters to study their migratory habits. The tagging is part of a general survey of the growth, development, distribution and characteristics of crawfish, all of which is aimed at conserving them and at the same time assuring fishermen of good catches. Certain vital statistics concerning the crustaceans, such as weight and size at the time of initial tagging and the date and place, were recorded by the scientists.

Anyone catching a tagged crawfish is asked to return it to the University's Marine Laboratory, together with information revealing where, when and by whom it was caught. As a reward for such cooperation, the Laboratory will pay one dollar.

Study Effects of Stop Netting

A survey to determine the effects of stop netting on saltwater fishing is being conducted by the Florida State Board of Conservation, according to a February 1 announcement by Supervisor George Vathis. Pointing out that considerable criticism has been received by the Board over the various methods of stop netting, he said a survey, including actual measurements of catches, had been started by the University of Miami Laboratory.

Spongers Seek Legislative Aid

Tarpon Springs Sponge fishermen met recently with Pinellas County's legislative delegation for a public hearing devoted to problems of the industry. Conservation measures were advocated to protect the resources.

Industry spokesmen requested better enforcement of the present five-inch minimum diameter law to prevent alleged boot

resolution suggesting that all waters off the coastline beyond the three fathom limit be considered as outside waters.

A resolution on closed seasons asked a year-round open season on catching shrimp in outside waters and a 5½ month closed season in inside waters extending from December 15 to April 1 and from June 15 to August 15.

Mississippi Bans Inside Shrimping

The Mississippi Seafood Commission met on January 20 and decided to prohibit shrimping in inside waters until April 15, but placed no restrictions on shrimping in outside waters beyond the 12-mile limit. Boats may catch a half barrel of shrimp and bait shops also will be allowed to have up to a half barrel in their possession at one time.



Billie Ray and Capt. Everett Barnes, both of Bayou la Batre, Ala., sorting shrimp aboard the Captain's boat "Billie Ray".

legging of illegal sponges. Other recommendations called for a closed season and a six-inch minimum.

St. Johns Salt-Water Line Defined

The Florida East Coast Railroad bridge acress the St. Johns River has been officially adopted as the demarcation point between fresh and salt-water in the River.

The action, taken by the Florida Game and Fresh Water Fish Commission, followed the recommendation made by the Duval Board of County Commissioners several months ago.

Waters south of the bridge are now under the supervision of the Game and Fresh Water Fish Commission. Licenses to take mullet and other fish may be issued to commercial fishermen for the area now designated as fresh-water, but such fishing will be done in accordance with the conservation regulations of the Commission.

Two Men Lost at Sea

The 35' fishing boat Snow White II washed ashore in a damaged condition at Ponce DeLeon Inlet February 2 with no one aboard and her nets missing. After an all night search, the Coast Guard reported her two man crew, Capt. Bob Parker and Fred Clark, presumed lost at sea. Both men were from Daytona Beach

Frank E. Welles, Sr.

Frank E. Welles, Sr., president of E. E. Saunders & Company, Pensacola, which is one of the leading red snapper producing companies in the Gulf, died January 3. Mr. Welles had been identified primarily with the fishing industry most of his life, and was a director of the Florida Commercial Fisheries Association.



Fleet of shrimp netters at Gulfport, Fla., owned by Jim Kelley, and used for producing live shrimp for bait.

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Maine Plant at Eastport is Acquired by F. J. O'Hara

F. J. O'Hara & Sons, Inc. with plants in Boston, Portland and Rockland, have acquired the property and purchased the business of Frank R. Neal Co., Eastport. The Neal firm will continue to operate under the same name with Frank R. Neal as manager.

O'Hara expects to erect a combination ice and cold storage plant on the Neal wharf, which will have a 2 million pound storage capacity and a 50 ton ice tank. The present fish processing activities will be expanded and a frozen fillet business developed. The plant has a railroad siding that will facilitate fillet shipments. Fish will be bought from local boats which will benefit from an increased market for their catches.

New Fish Waste Removal System

A new type fillet waste removal system has been installed in F. J. O'Hara & Son's Portland plant, which is managed by John F. Sullivan. A stream of overflow water from the freezing plant condenser, running through a flume under the fillet cutting table, carries the waste to an enclosed galvanized metal trough in the concrete floor. The trough extends the length of the plant to a conveyor that discharges into a hopper outside the plant. From the conveyor, the water returns in the lower part of the trough directly beneath the metal section and runs overboard. This method eliminates belts and insures maximum cleanliness.

Among other improvements being made in the O'Hara plant renovations, is the installation of a P & H traveling power hoist to remove buckets of fish from the boats. The buckets are dropped on a platform scale and then picked up by another hoist which takes them to the point of discharge over the conveyor running to the rotary scaling machine.

veyor running to the rotary scaling machine.

The former 57' draggers Trinity and Queen of Peace have been returned by the Government to the O'Hara Company, their original owners, and are being refitted for fishing by Donaldson Shipyards, South Portland.

New Boats Under Construction

Newbert & Wallace, Thomaston, are building another 83' sardine carrier for Holmes Packing Corp. of Eastport and Rockland. Generally similar to the *Mary Anne* which the yard built for Holmes last year, the new vessel will be powered by a 330 hp. Twin General Motors Diesel with 4:1 reduction gear swing ing a 54 x 40 Columbian propeller.

A 54' x 15'6" x 6' combination fishing boat is under construction at Bristol Yacht Building Co., South Bristol, for Capt. Norman Bickford of Lincolnville Beach. Designed by Bertram G. Snow of Rockland, the boat will be arranged for use as a sardine carrier, scallop dragger or dry well lobster smack. She will be powered with a 165 hp. General Motors Diesel with 3:1 reduction, and will operate from the new Green Island Packing Co. plant at Rockport.

Machiasport Canning Co. of Machiasport is to have a new sardine carrier built by Riley Beal of Beals Island which will be powered with a 165 hp. General Motors Diesel.

Beal is now finishing a 65' lobster smack for Vernal O. Woodward of Beals Island, which is equipped with a 165 hp. General Motors engine.

"Eastern Point" Launched for Gloucester

The new 60' x 15'6" x 7' dragger Eastern Point, named for the entrance to Gloucester harbor, was launched January 13 by Bristol Yacht Building Co., South Bristol, Me. The vessel is owned by Capt. Vito Lochirco of Gloucester and powered with a 171 hp. Buda Diesel with 2:1 reduction.

Webber's Cove Yard Opens Railway

A new marine railway, built to haul up to 100 tons, has been placed in operation by Webber's Cove Boat Yard, East Blue Hill, Me., of which Maurice L. Cousins is proprietor. A special feature of the railway is its side transfer facilities, making possible the handling of several boats at the same time.



New railway with side transfer facilities at Webber's Cove Boat Yard, East Blue Hill, Me. At left is the Gray-powered seiner "Lady Lorene", and right, the 72" sardine carrier "Eva Grace" which is equipped with a 130 hp. HMRS603 Cummins Diesel with 3:1 Capitol reduction gear. Both boats are owned by Stinson Canning Co., Prospect Harbor, Me.

The yard recently repaired the 72' sardine carrier Eva Grace, owned by Stinson Canning Co., Prospect Harbor, and installed pumps in her tanks for use with suction hose unloading.

The 44' seiner Lady Lorene, Capt. Ottom Myrack, also owned by Stinson, is being repowered at the yard with a 65 hp., 2-cylinder Gray Diesel with 2.36:1 reduction gear.

Webber's Cove is building two party fishing boats for Felix Fromm of Brooklyn, N. Y. One will be a 32 footer, powered by a 145 hp. Chris-Craft engine with 2:1 reduction gear, and the other a 28' boat with a straight drive 90 hp. Chris-Craft.

Canada Warns on 3-Mile Limit

Canadian officials have served notice on American fishermen that Canada will strictly enforce its 3-mile fishing limit. The warning came as the result of the seizure late in January of the 90' Portland dragger Araho, which was released after 5 days. A Canadian patrol boat crew claimed that the Araho was fishing within territorial waters off the Digby Neck Shore of Nova Scotia.

In recent months Digby lobstermen and line fishermen have complained to the Fisheries Department at Ottawa that much damage has been done to their gear and to fish breeding grounds by United States draggers which have been operating this Winter within hailing distance of the Digby shore.

Witham Building Rockport Plant

Construction will be started at Rockport during February on a new sardine, herring and alewife packing plant for Elmer Witham of Rockland and his two sons, Clayton and Edwin, who now operate Green Island Packing Co. in Rockland and Home Port Fish Co. at Damariscotta, after which the new firm will be named. The plant will be located on the former Kraft



A 42'6" scalloping boat built and owned by Kaspar I. Murphy of Dark Harbor, Me. She was designed by Frank Sprague, formerly of Swans Island, Me., and is equipped with a 107 hp. Lathrop Engine with 2:1 reduction and a Shipmate range.

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wharf property, and Douglas Anderson of Port Clyde will be superintendent and general manager.

Buildings to be erected will be of one-story construction, and include one 125' x 35', which will house the sardine plant, and another 30' x 75', for the pickling plant. The new enterprise is expected to be in full operation by late Spring, and will employ 150 persons.

The Whithams also are adding a 40' x 25' section to the wharf of Green Island Packing Co., on which a herring storage tank shed will be built to increase the capacity of the plant.

New Freezing Plant at Vinalhaven

A 60' x 100' quick-freeze plant with a capacity of 200,000 lbs. of fish daily is under construction at Vinalhaven for John Rosengard and John Mantia of Boston. To be known as Vinalhaven Fisheries, the new plant will be the largest of its kind on the Island and will be equipped for processing all varieties of fish. Operations are scheduled to begin early in March.

Eastport-Lubec Herring Strike

Sardine herring struck January 8 between Eastport and Lube't in the vicinity of Treat and Dudley Islands, and the following day one hundred and fifty hogsheads of the fish were taken. It is unusual for herring to be caught in that section during January.

"Wind" Has Narrow Escape

The 97' dragger Wind, owned by General Seafoods Corp. and skippered by Capt. James W. Farrell, had a narrow escape from sinking in Penobscot Bay on January 27 after she had struck Bay Ledges and begun leaking. Although the Coast Guard cutter Snohomish succeeded in pulling the dragger free and started towing her to Rockland, the water entered so rapidly that the pump which was aboard the cutter was unable to make much headway against it. However, a tug from the General Seafoods Shipyard at Rockland met the two vessels off Owl's Head with another pump, and the dragger was saved.

Merger of Departments Opposed

Gov. Frederick G. Payne recommended to the Legislature on January 6 consideration of a consolidated State Department of Development, Conservation and Research, with one warden force. The Departments of Sea and Shore Fisheries, Inland Fish and Game and Forestry would be affected.

According to Senator Cleveland Sleeper, Jr. of Rockland, who is chairman of the Legislative Sea and Shore Fisheries Committee, any consolidation, particularly with larger departments, would result in reducing services to fishermen and is generally opposed by them.

Bass Found in Lobster Pound

Sea and Shore Fisheries biologist Clyde Taylor found a fourand-a-half-pound striped bass in the Department's experimental lobster rearing pound at Schoodic Point recently, which he believes may indicate that these fish once more are on the increase in the area. Stripers are caught off the southern beaches of Maine, but few have been noted above the Penobscot River in recent years.

A hundred years ago bass were so numerous in the bays and off the beaches of the Kennebec that a thousand lbs. could be taken on one tide. However, by 1920 the catch had dwindled until the total commercial take for the coast of Maine was only about 600 lbs.

Packers Donate Sardines for Europe

More than 700 cases of sardines have been pledged by Maine packers for distribution in Europe by the Unitarian Service Committee, Inc. Last Spring the Maine sardine industry contributed a carload of sardines to the Friendship Train for similar overseas distribution by the Committee.

Seafood Served School Pupils

The initial step in a campaign to promote Maine seafoods in schools was taken recently in Belfast when the Sea and Shore Fisheries Department put on a special clam chowder luncheon for 200 grammar and high school pupils. The luncheon was part of the regular school lunch program in which the Belfast schools have been participating for a number of years, and will serve as a model for similar seafood meals to be put on in other schools in the near future.



Dr. Wilbert M. Chapman, State Department, left, and Dr. Lionel A. Walford, Fish & Wildlife Service, who spoke at National Canners Convention.

Fisheries Conference Held at Canners Convention

Efforts to meet world-wide protein shortages and international considerations for conservation and development of fisheries were stressed at the Fishery Products Conference of the National Canners Convention, January 14-19, at Atlantic City.

Dr. Wilbert M. Chapman, special assistant for fisheries to the Under Secretary of State, delivered a paper on "International Fishery Problems" with respect to conservation and development of fisheries. Dr. Lionel A. Walford, chief, Branch of Fishery Biology, Fish & Wildlife Service, spoke about "What Fishery Biologists Are Looking For", emphasizing the efforts of scientists to meet worldwide protein shortages.

In addition to these talks there was a showing of a sound and color motion picture, "It's the Maine Sardine", produced through the cooperation of the Maine Sardine Canners Association; the Maine Department of Sea and Shore Fisheries, and the Fish & Wildlife Service.

A special feature of the Convention was a cutting of foreign fishery products. This cutting consisted of approximately 30 samples of canned fish produced in the various European countries visited by Arthur M. Sandberg of the Fish and Wildlife Service, on his recent trip to assist in the development and restoration of foreign markets for fish canned in the U. S., and represented samples of what actually is on sale in the various markets visited.

By way of contrast to the samples of canned fish procured by Sandberg, there were samples of fish produced in European countries, but sold in the U. S. Although no direct comparison was possible in most instances, it was apparent that the quality of the fish shipped to the U. S. was superior to the quality of the fish sold in the European markets.

Representing the fishing industry on the N.C.A. Board of Directors are: M. B. Pike, Holmes Packing Corp., Eastport, Me., whose term held over; John F. O'Hara, Davis Brothers Fisheries Co., Inc., Gloucester, Mass., elected for one year; and Julian McPhillips, Southern Shell Fish Co., Harvey, La., elected for three years. McPhillips also is chairman of the Association's Fishery Products Committee of which Milroy Warren, R. J. Peacock Canning Co., Lubec, Me., and E. E. Willkee, Libby, McNeill & Libby, Chicago, are members. The East Coast is represented on the Legislative Committee by Paul M. Jacobs, North Atlantic Packing Co., Boston.

Tip on the Painting of Spars

Capt. Robert C. Crane of Belford, N. J., owner and skipper of the 32' clam boat J. E. Smith, offers a tip on the painting of spars. The Captain claims that by using the following method, spars need painting only once a year.

After the spars have been scraped in the Spring, apply a mixture of one half light buff paint and one half boiled oil. When dry, paint again with light buff paint of the usual painting mixture. Finally, apply two coats of liquid wax and, as Capt. Crane says, "Forget about your spars until the next Spring".

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John Mendes and Joe M. Lantos of the Union Shrimp Co., Brunswick, Ga., owner of the 56' shrimper "Holy Queen" which is powered by a 115 hp. D13000 Caterpillar Diesel.

North Carolina Menhaden Run Largest in History

In his report to the North Carolina Board of Conservation and Development for the period of July 1 to December 31, State Fisheries Commissioner Capt. John A. Nelson stated that the run of menhaden along the coast was the largest in the history of the industry. He revealed that more fish were handled by the factories during the Fall than ever before for a like period.

The menhaden season in the Morehead-Beaufort area ended in January. Most of the 60 or more boats which have been operating in that section have gone to other ports or are being repaired in preparation for the annual trip to Southern waters the first of April.

The menhaden fleet of the Brunswick Navigation Co., Southport, tied up early in February, ending what was believed to have been the biggest season ever for the number of boats engaged. During the next few months, the craft will undergo their annual overhauling.

New machinery will be installed in the factory, which will be repaired and enlarged in order to enable it to take care of increased production during the next season.

The converted mine sweeper Brunswick of Southport, Capt. John Potter, landed 21½ million menhaden during nine months of fishing ending the middle of January, and is believed to have set a record for production by an Atlantic Coast boat.

Capt. Nelson's report disclosed that shrimp production also showed an increase during the period, revenue having been collected on 6,509,111 lbs. with heads on, as against 3,992,500 lbs. during the same six months of 1947.

Hard crab landings were only a little over one-third of what they were the previous year, with the decline attributed to the fact that many crabbers changed over to shrimping because of larger earnings. The State produced 1,287,787 lbs. of the shell-fish during the six months of 1948, against 3,478,412 lbs. in the similar period of 1947.

The extremely warm weather was unfavorable for the handling of oysters during much of the Fall. However, production fell only a little short of what it was in 1947, totalling 55,159 tubs as against 57,867 tubs.

The oyster shells that were planted in April, 1947 received a good set, and some of the oysters on them now will pass the 3" cull law. There also was a good set on the shells planted in May, 1948, and these oysters are doing well.

Big Trout and Croaker Catch

More than 70,000 lbs. of trout and croaker, valued at approximately \$7,000, were unloaded at the Belhaven Fish and Oyster Co. docks in Morehead City January 21 and 22 by seven trawlers which fished off Hatteras and Ocracoke. Four of the craft that landed the fish were owned by the Morehead City firm, and included the Sara J., Randolyn, Ethel Stowman and

Bud and Doris. Other trawlers which shared in the catch were Frederic H., Malolo and Capt. Mel.

Small catches of shrimp and fish were being made the latter part of January on the regular grounds fished by Southport boats. However, fishing in the Gulf Stream continues to be limited due to mild weather. The Wm. S. Wells of the Wells fleet, skippered by Capt. Jerry Paulinson, came in from the Stream with 6,000 lbs. of fair-sized fish January 24.

Offshore Shrimp Survey Begins

The 66' x 18½' shrimper Penny, owned by Capt. Merritt Moore of Southport, has been chartered by the University of North Carolina's Institute of Fisheries Research to locate shrimp and chart fishing grounds in the offshore waters from Southport to Cape Hatteras. The craft began work the middle of January.

Topographical work and shrimp investigations will be under the direction of Carter Broad of the Institute staff, while hydrological data and fin-fish findings will be handled by Dr. Eugene W. Roelofs, and shellfish work will be in charge of A. L. Chestnut. Present plans call for a six-month project, to terminate about June 15.

Shrimper "May" Burns

The shrimper May, owned by Abbott Hopkins of Vandemere, was destroyed by fire recently. The craft was valued at approximately \$3,000.

South Carolina May Abolish Shrimp Sanctuaries

The South Carolina State Board of Fisheries plans to support legislation abolishing shrimp sanctuaries along the State Coast. Such sanctuaries, according to Dr. William Anderson, Fish & Wildlife Service biologist, do not contribute to the conservation of shrimp, and only serve to penalize the industry. All bays, sounds, rivers, creeks, inlets and other inland waters will remain permanently closed to shrimpers.

Georgia Proposes Higher Seafood Dealer Taxes

A proposal that was introduced in the Georgia House of Representatives for a 16-fold increase in taxes paid by shrimp and crab meat dealers has drawn opposition from legislators representing the coastal counties. As a result, action on the bill has been postponed and a subcommittee appointed to iron out differences.

The measure would raise taxes on each pound of shrimp from 1/16c to 1c, and on crab meat from 1/8c to 2c. Opponents of the bill claim that it would drive the shrimp and crab meat industry from Georgia waters into other States.

Shrimper "Sultana" Burns and Sinks

The 34' shrimp boat Sultana, owned by the Miller Brothers Fish Co., St. Marys, Ga., burned and sank at a St. Marys pier January 26, after an explosion which occurred as her engine was being started. The vessel's captain, P. M. "Buddy" McLendon, suffered serious burns.

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Maryland-Virginia Potomac Authority Bill Pending

Hope for a permanent settlement of the Potomac River "oyster war" was revived January 11 at Annapolis, when three representatives of Virginia's General Assembly and key Tidewater members of Maryland's Legislature met and agreed to draft a law creating an interstate authority over the Potomac River. Senators Monroe, Goldstein and other Tidewater legislators will draw up the first proposal, which then will be studied by the Virginia negotiators. These include Senator Robert O. Norris; and Delegates W. Tayloe Murphy and Charles F. Unruh.

The bill to be drafted will provide for the following: a five-man joint commission whose operations would be financed by a small tax on oyster hauls, and which would be permitted to open and close oyster bars at its discretion with a goal of limiting the take of oysters so the River beds would not be depleted; outlawing patent tongs; legalizing light hand-scrapes' which could be operated from motor-driven craft; and strict enforcement of the 3" cull law, with penalties applying to the buyer which would force unloading of undersized oysters "on the rocks"

Each Governor would appoint one member of the joint commission and the two Governors would select a third. If agreement was not reached on a third commissioner, the President of the United States would be asked to designate him. The chairmen of the conservation commissions in both States would serve ex officio.

Virginia oystermen approved the proposed joint commission at a meeting of the Potomac River Oystermen's Association, held January 11 at Colonial Beach to discuss a proposal by Maryland legislators that dredging be legalized in the Potomac. After having been inoperative for some time, the Association was reactivated at the meeting, with Capt. E. F. Cox as president and John E. Mayo as secretary.

Mackerel Being Taken Off Ocean City

Large schools of mackerel have been present off Ocean City the last few weeks, and landings of the fish have been fairly steady and heavy. Boats from Maine to North Carolina are catching them.

Mackerel generally do not appear off the Maryland Coast until around March or April, and this year is reported to be the first time they have been caught during January.

The shad and herring season opens on March 1 in the Maryland waters of the Chesapeake Bay and on February 1 in the Sinepuxent Bay as well as in Virginia waters.

January-February Oyster Yield Large

More oysters were taken in Maryland during January and February than for years, the demand having been greater than in the period before the Christmas holidays. The price held

Capt. Nonie Holland of Crisfield has sold his schooner Silas T. Webster to Carl Anderson of Baltimore, and has purchased the 140-ton power boat Vigilant, which he will use for planting seed oysters in the York River. The craft has a capacity for carrying about 4,000 bushels of oysters, and is one of the largest vessels plying the Bay and inland waters.

The 1949 oyster propagation fund of the Maryland Department of Tidewater Fisheries totals \$125,000 and 1,000,000 bushels is the goal for shell planting.

Crab Production Heavy on Seacoast

Crabs have been scarce in the Chesapeake Bay this Winter, but the price has not advanced because of an abundant supply from the Maryland and Virginia seacoast. Bay boats are thronging the area for what well may prove to be a record dredging season. Production of blue crabs has been very light for a number of years in this section, with the Chesapeake Bay furnishing the bulk of the supply.

Oversized Oyster Dredge Boats

Oyster dredging by boats over seven tons would be banned until March 15, 1950 in Fishing Bay, Dorchester County, under



The 100' x 22' 10'6" trawler "Chanco' owned by Capt. W. Wesley Mills of Scaford, Virginia; and at right, her 300 hp. Cooper-Bessemer Diesel. The vessel has a fish capacity of 175,000 lbs. and is equipped with 32-volt sets of HHG-31 Surrette batteries, Columbian propeller, Sperry Loran, Bludworth direction finder, Submarine Signal Fathometer, and 75watt .RCA telephone.



the provisions of a bill which has been introduced in the Maryland House of Delegates. The measure also includes concessions to owners of dredge boats which are over seven tons in that it would legalize such oversized craft in Dorchester and Talbot Counties if they had been licensed annually since 1946. Boats over 10½ tons would be legalized in Somerset County, if similarly licensed.

Virginia Shad to Be Studied

Shad studies will be begun soon by the Virginia Fisheries Laboratory in the Mattaponi, Pamunkey and Chickahominy Rivers, under the direction of William Massmann, specialist in fin-fish research. The contemplated research project will seek information as to the number of eggs spawned and the percentage of them which survive. The Laboratory also will endeavor to determine what happens to the young fish, and finally whether or not commercial fishing has any significant influence on the fluctuations of the species.

Dredgers Working Tangier Sound

Twenty-five oyster dredgers were working on California, Johnson's and Thurfur oyster rocks in Tangier Sound below the Virginia-Maryland line the middle of January. The average daily production was about 8 bushels to the boat, while the largest take, made by Capt. Frank Landon, was 15 bushels.

Hampton Roads Area Landings

The fish catch in the Hampton Roads area for the month of January was 2,771,000 lbs., or over twice as large as the 1,365,000-pound landings of the previous month, but 313,000 lbs. less than production during January, 1948. Landings of scup totalled nearly 1,000,000 lbs., and were larger than the catch of any other variety. Sea bass production was next heaviest in volume, totalling 958,000 lbs., followed by weakfish, with 342,000 lbs. The entire catch for the month was brought in by draggers.

FEB!



The 60' dragger "Ida L" owned by her skipper Capt. Fred Lund and son William of West Cape May, N. J. She fishes from New York to North Carolina and is equipped with a 165 hp. General Motors Diesel with 3:1 Twin Disc reduction, 40 x 28 Columbian propeller and New Bedford rope.

New Jersey Port Catch Higher Due to Mild Weather

Production of fish in the Wildwood region the latter part of January was greater than at the same time last year, due to exceptionally mild weather and the fact that more boats were in operation. However, the average catch per boat was below normal.

Toward the end of the month, the dragger Mayflower of Atlantic City landed a 30,000-pound catch at Wildwood, including 20,000 lbs. of fluke and 10,000 lbs. of sea bass. The Carojean, skippered by Frank Anderson of Atlantic City, docked at the port during the month with 16,000 lbs. of fluke, and the North Star of Atlantic City brought 32,000 lbs. of fish into Cape May Harbor.

The O.K. Fishermen's Association, Inc., Ottens Harbor, Wildwood, has reduced its Summer fleet of 35 boats down to 13 craft for Winter codfishing. The 45' cabin boat *Cherokee*, which is skippered by Bert Mears of Wildwood and is one of the vessels in the Association's fleet, unloaded 1,300 lbs. of codfish on a trip made during January. However, the average catch of the boats has been around 800 lbs.

Other vessels operating in the fleet this Winter include the 35' cabin boat Sea Gull, Capt. Frank Speigel; the 38' cabin boat Venture, Capt. Torsten Henrikson; and the 30' cabin boat Striker, Capt. Leonard McVey.

Onni Lundholm is president of the Association, while Torval Thompson is vice-president and Carl G. Eckstrom is secretary-

The O. A. Huf Co., which also has headquarers at Ottens Harbor, Wildwood, operates a fleet of 15 boats during the warmer months, but only six offshore trawlers were active during late January. Included in the fleet were the *Linnea*, Capt. John Munson, North Wildwood; *Johnny Boy*, Capt. Nils Soderberg, Wildwood; *Meta & Margaret*, Capt. Hans Groon, Wildwood; and *Erma Pauline*, Capt. Ehlko Friesenborg, Wildwood Crest. Teddy Hansen is manager of this firm.

Length Requirements for Fish

Certain new length requirements will be imposed on fish offered for sale if a bill introduced in the New Jeresy Legislature by Assemblyman Nathaniel C. Smith of Cape May County is passed. The bill provides that codfish shall measure 10"; sea bass or kingfish, 8"; bluefish or weakfish, 9"; blackfish, mackerel or porgy, 7"; Winter flounder or butterfish, 6"; and Summer flounder, commonly called fluke, 15". The penalty for violations would be a fine of \$5.00 per fish.

The bill is sponsored by the Council of State Governments through the Atlantic States Marine Fisheries Commission, and is patterned after a New York State law. Smith claims that the measure would tend to increase the catch of Summer flounders.

Rhode Island Studying Effect of Mechanical Quahog Dredging

Initial work on determining the effect mechanical dredging has on quahogs got underway during February in Narragansett Bay. The project is a cooperative undertaking of the Narragansett Marine Biological Laboratory at Saunderstown, of which Dr. Charles J. Fish is director; the Rhode Island State Division of Fish and Game; and the Fish and Wildlife Service. The Service has assigned Warren Landers, Rhode Island-trained marine biologist, to work with the laboratory staff and the Division of Fish and Game on the study.

The effect of dredging on future quahog crops and other forms of marine life has been debated for years. Power dredgers contend their operations are beneficial, but hand tongers, bull-rakers, some conservationists and sport fishermen assert that the dredges take everything on the bottom, break the shells of the young quahogs and other shellfish, and pick up sport fish, such as striped bass.

A minimum of two years will be required for the current investigation, in order to allow the scientists to follow at least one newly-spanned crop through early growing stages. Preliminary work will consist of "test dredging", and the biologists will work aboard the fishing dragger owned by Earl Sutcliffe of Snug Harbor, Salt Pond. Studies will be made to determine the extent of the crop, its points of greatest concentration and to locate a section of the bottom with uniform conditions for use throughout the experiment as a test area. This work will take from five to six weeks.

The initial studies are being financed jointly by the laboratory and the Service, which has a \$37,500 appropriation this year for hard and soft clam research throughout the country.

"Johnnie Ryan" Rebuilt

Launched at Jamestown, R. I. in mid-January was the rebuilt Johnnie Ryan, which was seriously damaged in an explosion while at New Bedford last April. She has a new bow, and is 8' longer overall.

Delaware Fishing Legislation

A bill introduced February 3 in the Delaware Legislature would prohibit commercial fishermen from operating in any of the waters of Delaware Bay or the Delaware River within the territory and jurisdiction of the State. Sponsored by Rep. Robert L. Armstrong of Wilmington, the measure would add to previous restrictions which took in the waters of the Atlantic within three miles of the coastline of the State as well as the waters of Indian River Bay, Rehoboth Bay, Assawoman Bay or their tributaries. It would reduce the fine payable under the present act, where the limits are \$1,000 to \$1,500, to \$500 and \$1,000.

Also before the Delaware Legislature early in February was a bill introduced by Rep. Norman C. Calhoun, Jr. of Ocean View which would permit nonresidents to take clams from Rehoboth Bay or Indian River Bay or their tributaries providing they first obtained a \$10 license from the Delaware Commission of Shell Fisheries. This measure would provide, however, that the maximum nonresident take in any one day could be only 100 clams, and would prohibit a nonresident from selling the clams he had dug.

Another Delaware bill, sponsored by Rep. Noble S. Warren of Dover, would make it unlawful for any person to have more than five bushels of unprocessed hard-shell crabs in his possession during the months of December, January, February and March. It also would increase the minimum penalty for violations of the fish, oyster and game laws relating to possession and transportation of crabs from \$10 to \$50.

Asks Permit for Wharf Extension

The Fish Products Co. has applied for a Department of the Army permit to construct a wharf extension and bulkheads in Newmans Thorofare at Crab Island, Little Egg Harbor. The applicant's plans provide for a 36' southerly extension to an existing wharf and for approximately 775' of bulkheading at each end of the wharf.

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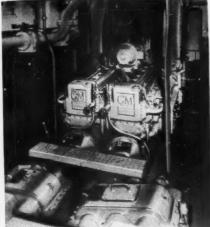
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Heart of the Bernard Samuel is this GM Series 71 Quad. Each engine can be individually declutched and turned to pumping duty as the need demands. With a speed of 17 m.p.h., she can shift from full speed ahead to full speed astern in seven seconds.



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Great Lakes Whitefish Yield Shows Strong Comeback

Production of fish from Michigan waters of the Great Lakes was close to 27,700,000 lbs. in 1948, according to the Michigan Conservation Department. This does not include an estimated 500,000 lbs. not reported. Lake Michigan, despite a decrease of trout production, led the other lakes in the State's annual catch due to high production of whitefish. Lake Huron also showed an amazing comeback of whitefish last year.

Six years ago in Lake Huron the whitefish yield had dwindled to 87,000 lbs., and 750,000 lbs. in Lake Michigan. Last year Lake Huron produced 2,000,000 lbs. of whitefish and Lake Michigan 4,000,000 lbs. Lake Superior produced 3,000,000 lbs. of herring in Michigan waters while Lake Michigan produced 2,000,000 lbs. of that species in addition to 600,000 lbs. of smelt as compared with 300,000 lbs. in 1947.

Walleyes returned to northern Lake Michigan areas providing an unexpected take of more than 500,000 lbs. in 1948. But in the Green Bay area walleyed pike were exploited by sport trollers who took out \$15 rowboat licenses permitting them to catch and sell an unlimited quantity of fish. Many of these men are reported to have taken up to 300 lbs. a day. A sports fishing license permits but 10 fish a day. The Michigan Fish Producers Association has on its agenda a resolution which, in effect, is to urge the State legislature to do something to prevent sportsmen from making such inroads on walleyed stocks.

Trout Catch Less Due to Lampreys

Depredations of the lamprey eel cut the 1948 take of lake trout by 500,000 lbs., it was revealed at the annual convention of the Michigan Fish Producers Association, held January 10 and 11 at Traverse City. The meeting was attended by some 120 fishermen, including representatives of the Wisconsin and Illinois Fish Producers Associations. Delegates to the convention agreed that the lamprey was their chief threat, and plan to ask for immediate Federal assistance in combating the menace. The Michigan Commercial Fisherman's Association has similar plans and is backed by The Munising-Lake Superior Trollers organization.

Dr. John Van Oosten, chief of the Great Lakes Division of the Fish and Wildlife Service, called for co-operation among all commercial fishermen in reporting the presence of lampreys in

Other speakers included Fred Westerman, chief of the Fisheries Division of the Michigan Conservation Department. Carl Meyer of Milwaukee, secretary-treasurer of the Wisconsin Fish Producers Association, urged that the fisheries associations of the Great Lakes work together in solving mutual problems.

New officers elected by the Michigan Producers are Ray Adair of Munising, president; Clarence Platz of Rogers, vice president; George Sewers of Saugatuck, second vice president. Claude Ver Duin was re-elected as the Association's secretary and field representative.

Lake Trout Planted

Ontonagon commercial fishermen, in cooperation with the Michigan Conservation Department, planted more than 1,250,000 small lake trout in Lake Superior waters off Ontonagon. Twenty-three years ago was the last time trout were released in this area.

"Cheerio" Caught in Ice

The fishing tug Cheerio was found February 1 caught in ice off Saugatuck, Mich., 20 miles north of South Haven. There had been no word of the boat's whereabouts since it left port to tend deep water nets on the previous day with owner Wallace Chambers and a crew of four, all of South Haven, aboard. Fifty miles south the U. S. Coast Guard Station at St. Joseph, Mich. was reportedly dispatching a power boat to attempt the difficult rescue.

Killorans Return to Ontonagon

Earl Killoran and son have returned to Ontonagon, Mich. from the northern part of lower Michigan where they have been netting Lake Michigan whitefish. Their Fall catch of this



The 42' tug "Bremen" owned by Bert J. LeClair of Jacksonport, Wisc., and skippered by Capt. Gilbert P. LeClair. Fishing the year round for trout, whitefish and chubs, she is equipped with a 115 hp. Chrysler Crown gasoline engine, 26 x 28 Michigan propeller, Willard batteries, Crossley lifter and New Bedford rope.

species totalled about 24,000 lbs. Expecting to go back in the Spring to resume fishing, the Killorans left their tug in Lake Michigan. Concentrating their netting operations on the production of whitefish, the father and son operate pound and gill nets from Ontonagon in the Summer.

Claim Dredging Procedure Detrimental

A complaint has been made to the Michigan Conservation Department by Grand Haven commercial fishermen to the effect that the present procedure of dredging operations in the harbor is detrimental to fishing. It is claimed that the sludge dredged inside the breakwater under the direction of the U. S. Corps of Engineers is being dumped outside it, where it is damaging fishing grounds. P. J. Hoffmaster, conservation director, has ordered an investigation.

Biologist Assigned to New District

The Michigan Conservation Department recently assigned Stanley Lievense, former fish biologist for the Traverse City district, to the Escanaba headquarters office of the Marquette-Delta-Alger Counties district. The biologist is the first ever to be stationed in that district.

Lievense will cooperate with commercial fishermen of the section toward a more economical harvest of the available fish crop, and also will make observations on the occurrence of the sea lamprey and on the creature's spawning grounds.

Complete New Reel Shed

Dennis and George McDonald, commercial fishermen of Washington Island, Wis., recently completed a new and modern reel shed at Jackson Harbor. The building is of cement block construction.

Haertel with Christy Corp.

Walter Haertel, marine architect who designed a number of fish tugs operating on the Great Lakes, is now with the Christy Corp., which operates the former Smith Shipyards at Sturgeon Bay, Wis.

Three Fish Tugs Change Hands

The fish tug Mallard, owned by Joseph Bossler of Port Washington, Wis., recently was sold to Paul Thomas of South Chicago, Ill., who will use her in southern Lake Michigan.

Norman LeClair of Two Rivers, Wis. has sold his gill net tug Amity to William Kozelman of Chicago, Ill., and the craft will ply out of Chicago. LeClair plans to operate a number of pound nets during the Spring and Summer months.

The 40' gill-netter Alf has been sold by Dlugi Brothers Fishery of Milwaukee, Wis. to a Chicago commercial fisherman who will operate the craft from that port.

Studies Nova Scotia Fisheries

Mathon Kyritsis of the Kyritsis Fisheries, Waukegan, Ill., president of the State Commercial Fishermen's Association, visited Nova Scotia recently where he made a study of the production and distribution of fish in that region.



Freezing Fish Aboard Ship

(Continued from page 16)

Corporation, a subsidiary of the Reconstruction Finance Corporation, in the last months of the war.

The Pacific Exploration Co. was designated as agent for the RCF in the construction period and as operator under a lease agreement. Provision was made in the contract for representatives of the Government to accompany the expeditions and publish reports on their observations to assure that the information would be made available to the industry.

The Pacific Explorer originally was the Mormacrey, one of the 8800-ton, three-island type vessels built during World War I, and was designed as a carrier of bulk or nonperishable cargo. Consequently, extensive alterations had to be made for conversion to a refrigerator and mother ship. The Mormacrey was registered as 410' x 54.4' x 27.2', 3,500 hp., 5,946 gross tons, and 3,744 net tons. Her triple-expansion type propulsion engine was retained in the conversion.

Besides accepting cargo, a mother ship must provide her brood of fishing vessels with fuel, water, ice, fishing gear, and repair facilities. In addition, accommodations for nearly 80 persons had to be furnished for Southern tuna trips and 240 persons on the Northern king crab and groundfish voyage. On the maiden voyage, approximately 300,000 gallons of fuel oil were carried to run the ship's Diesel-electric plant and to service the fishing fleet. Fresh-water for making ice, ship's service, and supplying the fishing fleet was prepared by two evaporators having a daily capacity of 40 to 45 tons.

Design and Construction

Primary thought during the design and construction periods was concentrated on Bering Sea operations, tuna was of secondary consideration. Tuna can be frozen in brine but the Northern products require dry freezing. Considerable space is necessary for the production lines in Northern operations and a large portion of the cargo must be held in dry storage at normal temperatures. In the tuna trade only freezer and cold storage space is needed. On the Bering Sea trip, the plan was to can crab meat, prepare fillets and utilize waste for the manufacture of byproducts.

Two sets of outrigger booms, one forward on the starboard side and the other aft on the port side, were installed to provide mooring for the fishing vessels. Counterweight towers, with the weight connected directly to one of the mooring lines at each station, were constructed to compensate for the surge of the fishing vessels in a seaway when they are alongside. In the Northern operation, the fish are transferred to the forward storage bins and the crabs and tangle nets taken to the after deck by using the ship's gear.

The major portion of the space on the upper or "cannery" deck is allocated for the preparation of frozen fillets and canned king crab. The processing line for fillets is on the starboard side and various tables, conveyors, and equipment are fitted on the port side for handling crabs. A trucking aisle 6' wide parallels the inboard side of the crab processing tables to permit the movement of materials between the production lines, freezers, or the various holds by the use of electrically driven one ton capacity fork lift trucks. Electric trucks were chosen because they offered less hazard from fire and fumes.

The bottom fish are conveyed from the bins to a rotary washer and then to the filleting table, which has provision for 70 workers. The cut fillets are transferred in pans to an inspection table and then to a continuous brine-dip tank. After being brined, the fillets are weighed, packaged, transferred to racks, and then trucked to the upper-deck blast freezers. The fillet plant is designed to accommodate in excess of 85 workers.

Conveyor belts conduct the waste products to the liverpicking table and then to the reduction plant, which also receives crab waste by conveyor. The reduction plant is a continuous process type utilizing a steam-tube drier to minimize fire hazard. It has a capacity of five tons per hour and requires four operators. Provision is made to sack and store the meal at the second deck level directly below the plant and to hold recovered oil in the Diesel oil tanks.

Seven cold storage rooms having a combined capacity of



The 32' flounder trawler owned by Capt. William Richards, Beverly, Mass., and built by Melanson Boat Yard, Gloucester. She is powered by a direct drive 40 hp. Universal Flexi-Four gasoline engine.

168,152 cu. ft. and capable of accommodating 2350 tons of tuna at ~10° F. are incorporated in the holds. However, No. 3 hold eventually served as storage space for a spare ammonia charge, machinery parts and potable water at the second deck level with deep tanks for fuel below. Seven freezers totalling 38,602 cu. ft. are located on the second deck. Three of these are blast freezers, two of which take a charge of 15 to 20 tons, and the largest will accommodate 50 tons. The other four freezers on the second deck are of the shelf type and each will accommodate a charge of 15 to 18 tons. In addition, four small blast freezers are located on the cannery deck for freezing packaged fish on a system of racks and trays. Each has an individual capacity of three tons and a design rating to freeze 1,250 lbs. per hour or a full 6,000 lbs. in less than six hours.

Deck Arrangements

On the upper deck, an ammonia control room for the forward cold storage holds, a machine shop, tool storage locker and a laboratory are located directly aft of the two forward blast freezers. Access to the Diesel-electric and compressor plants is by a passageway forward of the two after freezers. The forward portion of the deck is fitted with a galley, sanitary facilities, and accommodations for foremen and culinary workers for the cannery crew. Access is also provided to the fo'c's'le for the cannery workers and to the bo's'n and chain lockers.

Exclusive of blast freezers, space on the second deck forward is divided into a fo'c's'le and mess room for 116 cannery workers, number 1 cargo hatchway, an ice making compartment, and an ice storage room. Amidships, the space is divided into storerooms and casings for the propulsion equipment. Aft, the space is divided into dry storage compartments and an after-peak fresh-water or ballast tank.

A new orlop deck was added to avoid excessive stacking heights for the frozen fish in the forward part of the ship and to form the tank tops for the storage of Diesel or fish oils in the after part of the ship. These tanks have a capacity of approximately 266,000 gals. The space at the orlop level is divided primarily into four cold storage rooms, a continuation of the ice making compartment, boiler and engine rooms, deep tanks, and spaces for auxiliary and refrigeration machinery. At the hold level, cold storage area is provided only in the two forward holds. Double bottoms provide storage for fuel oil or ballast except under the engine and boiler rooms where boiler feed and washing water are held.

It is questionable whether or not this vessel is the final answer to freezing fish at sea since it is the first attempt to build and operate a factory ship of purely American design. It is probable that the much more simple system of the French or the tuna industry can be adapted to the trawlers operating out of New England ports.

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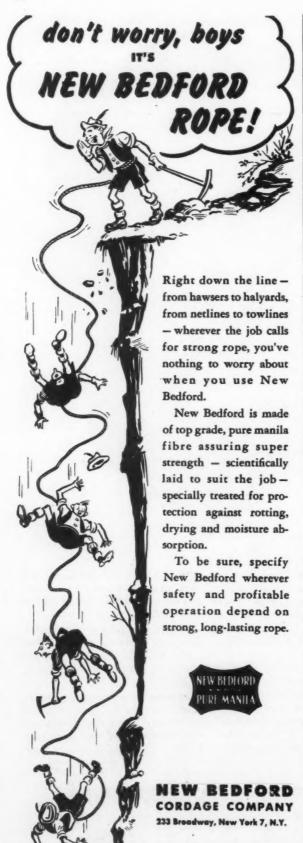
Of course, you can always buy Bonds at any bank or post office.

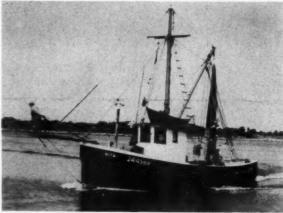
But the best way, the sure and steady way, is to buy 'em automatically!

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The 60' dragger "Rita" of Stonington, Conn., Capt. Antone Leo Roderick, owner-skipper. She is equipped with a 115 hp. D13000 Caterpillar Diesel with 2:1 Twin Disc reduction gear, Columbian propeller, Willard batteries and uses Columbian rope and Esso lubricating oil.

Connecticut Fleet Lands Big Herring Catch

Close to 50,000 lbs. of herring, which represented one of the most profitable catches this Winter, was landed at the Bindloss dock in Stonington on January 27. The big haul was made off the Watch Hill, R. I. shore, and included a catch of between 3,000 and 4,000 lbs. which was taken in only two drags by the Maurice.

The bulk of the herring was loaded directly from the draggers into trailer trucks for shipment to canneries in Maine and Maryland. However, some of the fish was sold to a new Stonington processing plant opened the middle of January by the Uni-Mark Packing Co. of Fulton Market, N. Y. The plant is located in the building formerly occupied by the Blue Ribbon Fillet Co., and utilizes the fish for pickling.

Boats Overhauled at Bridgeport

Three draggers recently had major engine overhauls at the Wolverine Motor Works dock in Bridgeport. They are the William H. Killigrew of New Bedford, owned by Fred Neville and Albert Grant and equipped with a 230 hp., 91/4" x 14" Wolverine Diesel; the Nancy B., owned by Angelo Bacchi of Boston; and the St. Anna, owned by Thomas Larsen of New Bedford, both powered with 195 hp., 91/4" x 14" Wolverine engines.

A new 5 cylinder, 91/4" x 14" direct reversing Wolverine Diesel, rated 195 hp. at 400 rpm., has been installed in Nova Scotia in the two-masted 120' x 26' x 9'8" fishing schooner Mabel and Dorothy, owned by C. B. Tibbo of Newfoundland. Swinging a 54" x 32", 3-blade Columbian propeller, the vessel averaged a speed of 10 knots between Lunenburg and Halifax.

Wolverine has shipped one of its 8 cylinder, 91/4" x 14", 300 hp. engines to Marocho & Co. Ltd. of Portugal, for installation in a 90' fishing vessel.

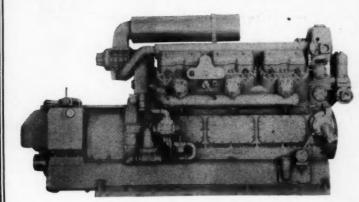
William J. DeWitt

William J. DeWitt, 68, president of the Shoe Form Co,. Auburn, N. Y. died on January 31 at Fort Lauderdale, Fla., following a brief illness. While his life-long activities centered around various aspects of the shoe industry, in recent years he became well known as a manufacturer of fishing equipment.

A fishing and yachting enthusiast, Mr. DeWitt formed the Bill DeWitt Bait Division of his Company in 1933 for making spinners, lures and other fishing tackle. Later, he purchased the fish hook equipment of Alfred E. Willis, Ltd. of Reditch, England, and with his own experts developed automatic machines for the manufacture of a complete line of sport and commercial fish hooks.

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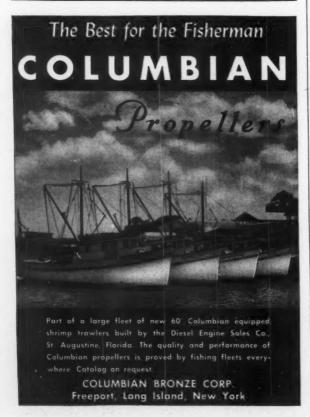
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Capt. Tony Tamburin of Corpus Christi, Tex., veteran of 28 years shrimping in Gulf waters, at the wheel of Sydney Herndon's "Victory". shrimper With two weeks' experience as a shrimp fisherman, Tony bought his first boat at the age of 15. He now is awaiting delivery of a new Diesel powered trawler to be owned jointly with Herndon.



Texas Seeks to Protect Its Inshore Oyster Reefs

Dredge operators and shell products users plan to meet soon for the purpose of discussing a survey of Texas' coastal oyster shell resources, which will have as its purpose the working out of an agreement between industry and fishermen. The study, to cost an estimated \$250,000, will be the first of its kind undertaken in the State.

According to Marine Biologist J. L. Baughman, who recommended the survey, Texas has sufficient shell deposits in deeper waters to provide dredges with an adequate supply without encroaching on the fishing reefs in shallow water. Texas industries which use lime derived from oyster and clam shells include chemical, cement and lime plants.

Shrimpers Handicapped by Weather

Texas shrimpers were hampered by rough weather during January, and a number of the craft were tied up in port the greater part of the month. However, some of the larger boats brought in fair catches of "red" shrimp from well offshore. Bill Johnson of Rockport has had three of his trawlers on the

Bill Johnson of Rockport has had three of his trawlers on the ways getting them ready for the Spring shrimp run, which normally starts around March 1. They included the 53' Capt. A. C. Glass, the 51' WBJ, and the Barbara.

The trawler Shamrock, owned by the Jackson Seafood Co., Rockfort, also has undergone repairs.

Effect of Cold on Trout

Prompted by heavy losses of fish during the extremely cold weather of January, 1947 and January, 1948, three biologists at the Texas Game, Fish and Oyster Commission's Rockport laboratory have been conducting experiments on trout to determine how much cold they can withstand. The results of their studies have indicated that the fish are able to endure very severe weather, but that the speed at which the temperature drops is an important factor. Additional experiments are planned to study the reaction of other species of fish to cold temperatures.

Shrimper "Wilda L." Lost

The 54' shrimp trawler Wilda L., owned and skippered by James W. Wright of Houston, exploded and sank in the Gulf eight miles off Freeport January 24. No trace was found of the two men aboard the craft, including the vessel's owner and crew member William E. Jordan of Memphis, Tenn.

Shrimp Imports from Mexico

During the first two weeks of January, 78,625 lbs. of shrimp were imported through Laredo and Brownsville from Mexico, which has been producing large quantities of the shellfish. The supply of speckled trout and drum also is plentiful in Mexican waters.

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Connecticut Experiments

(Continued from page 18)

At present it is not well determined whether seed oysters of other areas, especially those south of New Jersey, will survive, grow well and multiply in our waters. Experiments of local oyster growers with importation of seed oysters from other states gave conflicting results. Some think that the plantings were successful; others, however, say that the imported seed showed high mortality and did not grow well. It is even claimed that many imported oysters failed to develop spawn in our waters, or if some was developed, it was not discharged during the Summer and the oysters entered into hibernation with large quantities of spawn in them.

Naturally, all these considerations are important. If the mortality of imported seed is too high or if its growth is too slow, planting of such seed is unprofitable. If the oysters survive and grow comparatively well but retain their spawn when they are ready to be sold, they should be considered an inferior product for restaurant trade. Furthermore, oysters which do not propagate normally in our waters cannot contribute to the

local production of seed oysters.

The oystermen's observations on imported seed should be verified by controlled experiments because it is quite probable that although some of the drawbacks mentioned may be true for seed oysters from some areas, other areas may furnish seed which will do well in Connecticut waters. Having this in mind we began last Fall an extensive series of observations on the survival, growth and gonad development of oyster sets collected from different coastal regions from Massachusetts to the Gulf of Mexico and brought to Milford to be grown under identical conditions in our waters, with our own set of 1948 serving as a control.

Undeveloped Food Resources

(Continued from page 17)

American workers tag pilchards or sardines on our Pacific Coast, or herring in Alaska. The trouble is that apart from the fact that the herring is one of the most delicate of fish-it cannot stand even the most careful handling and is much more delicate than our Pacific sardines—the whole process of fishing and marketing stands in the way of ever getting the tags back.

Most European herring are caught by drift gill nets; they are picked out of the nets by hand, usually at night; they are landed in many small ports and gutted and prepared for market by hand very rapidly, often in the very dim light of night or early morning, and there is very little likelihood that the workers would ever see any tags. Biologists have tried all sorts of tags so far without success. Eventually, of course, they will

solve the problem.

Meanwhile, the life of the herring continues to be at least partially shrouded in mystery. They come within the range of fishermen just before their spawning season, or during their spawning season, or just afterwards. But where are they during the intermediate period? Their movements, such as we know them, are very undependable. They are subject to remarkable fluctuations in their availability to fishermen and in their actual abundance, too.

These fluctuations are known to be associated with fluctuations in the pattern of currents. These currents are like highways along which the fish migrate, and they shift geographically in response to fluctuations in the winds. That is where oceanographers and meteorologists must contribute their efforts toward the solution of the herring problem, and where close international cooperation is necessary because no one country could possibly make the necessary weather and oceanographic observations. The European countries have yet to establish a concerted oceanographic and biological study of herring on the vast scale that this problem requires, and until they do establish it herring will continue to be an undependable resource, inefficiently utilized.

People have called these fluctuations "unpredictable." They would be more accurate if they said "unpredicted." They will remain unpredicted until meteorologists and oceanographers working together learn exactly how to associate the force and direction of the winds with the system of currents, and until chemical, physical and biological oceanographers together learn how herring are affected by the water masses of the ocean.



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Matthew J. Dillon of General Seafoods Corp. has been reelected president of the Massachusetts Fisheries Association. Other new officers include James Carlson of Baker, Boies & Watson Co., vice-president; Walter Hallett of American Fish Co., treasurer; and John F. Dolan of L. B. Goodspeed, Inc., assistant treasurer.

The Association held its annual meeting at the Hotel Statler, Boston, on January 20, at which John A. Fulham of Fulham & Herbert Fish Co., gave a detailed report of the recent National Fisheries Institute Import Committee meeting in St. Louis. The Association's publicity director of the Chambers & Wiswell advertising agency outlined the highlights of the group's advertising and publicity campaign of the past year and distributed booklets describing the work which has been done to promote the sale of fish.

The directors of the Association who were elected to serve for the coming year include the following: John R. O'Donnell, O'Donnell-Usen Fisheries Corp.; Bart F. Whalen, R. O'Brien & Co.; Frank J. Delahoyde, Bay Fish Co.; Patrick J. Callahan, O'Hara Bros. Co.; Nelson Harrington, B. F. Phillips Co.; Gerard A. Fulham, Fulham Bros., Inc.; Sidney Jones, Booth Fisheries Corp.; Anthony Busalacchi, T. & J. Busalacchi Co.; William Sullivan, Cassius Hunt Co.; William Collings, Rush Fish Co.; and Messrs. Dillon, Fulham, Carlson, Dolan and Hallett.

January Catch Shows Big Gain

During the month of January, a total of 12,941,100 lbs. of mixed groundfish were landed at the South Boston Fish Pier, which was an increase of nearly 21/2 million lbs. as compared with the 10 441,146 lbs. brought in during the same month a year ago. Mild weather contributed to the larger catch this January.

Propose Change in Unemployment Tax

Boat owners of Massachusetts have proposed an amendment to the State's General Laws whereby the boat tax under the Federal Unemployment Insurance Act would be levied on the basis of number of berths on the particular vessel. Under existing law, the amount of the tax depends upon the number of crewmen serving on a boat in the course of a year, which figure often is considerably more than the normal complement of

Seek New Shucked Clam Standard

Appointment of a committee including representatives of large and small shellfish dealers, the consumer, and an impartial referee to determine what can be done toward formulating a suitable standard for shucked clams was the result of a conference January 21 at Boston between shellfish dealers and State Public Health officials. The present standard of 18 points solid meat, with the remainder water, is claimed by dealers to be arbitrary and unfair.

Judge Thomas A. Johnson, representative of a group of Ipswich clam dealers, declared that it is difficult to tell at what point "washing" of clams ends and "soaking" begins. He said that it has been found that the solid content varies, and that for some clams it is as low as 15.25 points before washing, and 12 points after washing.

J. H. Westerbeke, Murphy Engine Distributor

J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, has been appointed Massachusetts distributor of Murphy Marine Diesel Engnes. Complete service facilities will be available, an injector rebuilding station will be maintained, and a stock of parts will be carried in Boston.

Lack of Funds Halts "Albatross"

The completion of her January cruises brings to an end the work of the Albatross III for about four months, it being necessary to lay the ship up for this length of time because of



miser. Offered with reduction drives and opposite rotation. Also 105, 130, 131, 145, 158 and 160 h.p. engines.

MORE PROOF!

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Lee' and 'Super', equipped with direct-drive Chris-Craft 95 h.p. engines, have traveled over 230,000 miles at full throt-

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people. Our passengers, pilots and myself

marvel at the trouble-free peak performance of these engines and hulls. They are & ish ic., er, is-

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a shortage of available operating funds. The vessel will be tied up at her home port of Woods Hole, Mass.

The work of the Albatross III on cruises 15 and 16, January 10-13 and 17-19, was to investigate further the use of larger mesh nets or savings gear, with the double trouser trawl being used on all the tows in the series. This net is an adaptation of a 1½ Iceland trawl and has four regular-sized cod ends in place of the one in an ordinary net.

During the cruises two cod ends of regular commercial mesh and two cod ends of 41/4" savings mesh were used. Data on the number of fish entering each of the four cod ends and the size of the fish of all species in each bag were obtained by the investigating scientists.

New Engine for "St. Francis"

The 56' dragger St. Francis, owned by Bertolino Brothers of East Boston has been repowered with an NH-603, 175 hp. Cummins Diesel, having 3:1 Twin Disc reduction gear and 4:1 front power take-off and turning a 44 x 28 Columbian propeller. United Shipbuilding Corp., East Boston, made the installation in the vessel which formerly was the Casco of Gloucester.

"Plymouth Belle" Starts Fishing

The new 68' dragger Plymouth Belle, recently completed by Frank Jesse Boatyard, Plymouth for Capt. Louis Bonzogni of Plymouth is now fishing. The vessel is powered with an NHMS-604, 175 hp. Cummins Diesel fitted with Twin Disc 4.38:1 reduction gear, front power take-off, and Maxim silencer. A 2 kw. Imperial generator operates off the engine which swings a 50 x 34 Columbian propeller, and the boat is equipped with 32-volt, HHG-31 Surrette batteries.

Lobster Boats Repowered

The following lobster boat owners have installed 90 hp. Nordberg gasoline engines with 2:1 reduction gears: John Curtis, Lawrence Figueiredo and Charles Stover, all of Cohasset, Mass., and Capt. Bergman of Scituate. Harold Goodwin of Chatham has purchased a 135 hp. Nordberg engine with 2:1 reduction for his boat. The engines were sold by Atlantic Engine Supply, Inc. of Boston.

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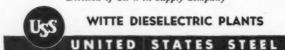
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Cape Cod Fishermen Hampered By Bad Weather

Unfavorable weather hampered Provincetown fishermen during January, with constant high winds preventing even the larger boats from leaving the harbor for the back shore and Orleans and Chatham, where good catches of groundfish ordinarily are made. Many of the smaller boats have been bay scalloping, and the take of these bivalves through the middle of January was over 20,000 bu., which brought approximately \$40,000 to the fisher-

Work will start soon on preparing gear for the trap season, which begins in March or early April. Seafood Packers, Inc., a firm that in the past has dealt almost entirely in the packing of fish from the traps and boats of other companies, has purchased a trap of its own which will be used this year. The firm closed early in January for the Winter months, during which time extensive renovations will be made in preparation for reopening this Summer. J. A. Rich Co. ceased operations for the Winter at the same time.

Dragger "Elsie" Burns

The 48' fishing dragger Elsie, owned by her skipper, Capt. Charles Bennett, and Sivert J. Benson, both of Provincetown, was almost completely demolished by fire off Wood End Light January 23, at an estimated loss of \$20,000. The flames broke out in the engine room while the crew was preparing to haul in the day's first drag, and the skipper noticed the smoke when he hove the vessel to.

Working with extinguishers and pails of sea water, the crew apparently had the blaze under control when the boat was taken in tow by other fishing craft. However, when she reached a point opposite Wood End the flames broke out anew.

Coast Guardsmen who had arrived on the scene took over the towing job, and when the fire became too hot to handle turned the vessel to the beach. No sooner had the craft neared shallow water than both Diesel fuel tanks aboard her exploded. Capt. Bennett and the three crew members, however, were safely aboard the dragger Jesse Dutra, Capt. Frank Frade.

The only items salvaged from the Elsie, which was built at Thomaston, Me. in 1924, were nets and a dory.

"Walter Sirois" Repowered

The 65' Walter Sirois, owned by William O'Donnell of Provincetown, has been at Hathaway Machinery Co., Fairhaven, for installation of a new 115 hp. Caterpillar engine.

Capt. Lawrence S. Segura

Capt. Lawrence S. Segura, 67, skipper of the Provincetown dragger Liberty Belle, was accidentally drowned on January 14. Capt. Segura had fished out of Provincetown all of his life.



First network televising of fish on "Vanity Fair" show in January through arrangement with New York Fishery Council. Dorothy Doan, television star wearing State of Maine lobster pins, helped Louis Morino of Sloppy Louie's restaurant bake whitefish, cook and split smelt, make fan-tailed shrimp, and show Council's cook book "Fish 'n' Tips".

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Aberdeen, Scotland, Largely Supported by Trawlers

The fishing port of Aberdeen, Scotland, has always looked towards the cold, grey-green North Sea. But its builders were faced by problems fundamentally different from those which faced the founders of other European maritime cities. Here were no friendly lochs, or deep sea inlets, such as abound on the west coast of Scotland. Here, it is true, there were no shoal waters, treacherous sandbanks or screening islands, navigational nightmares such as the seaman faces in the West Friesian Islands or in the long inlets of Zeeland. A bold and rocky coast withstood the buffets of breaking seas in Winter, and there was only a small estuary to which vessels could steer for shelter. But the little settlement which had always existed there depended greatly on inshore fishing. This provided half of the people's livelihood, and no vision of their future town could be complete which did not visualize it as a port.

Trawling Developed

The growing ambition of Aberdeen business men drove their fishing boats always farther into the deep-sea fishing grounds. The herring trade still remains with small towns around the Scottish Coast. They landed 2,100,000 hundredweights, worth \$8,800,000 in 1947. But Aberdeen developed trawling and attracted young men from the herring boats to the long voyages and the (sometimes) bigger rewards of the deep-sea trawl. White fish are of the greatest importance in this port, and trawlers go to Iceland and Greenland for weeks at a time for their catches. When they return and the fish market is filled there is a lot of work in handling, dispatching, processing and transport. Fish vans are a common sight in the city's railway station; and all down the line to London, British housewives depend on the Aberdeen fish train.

As a fishing port, Aberdeen has rivals in England and elsewhere, and her vessels meet Netherlands trawlers at many of the fishing grounds in the North Sea, and farther afield, but there is almost no other point of contact. This port may be nearer the fishing grounds than her English rivals; but the English fishermen are much nearer the best markets. Fish merchants in Aberdeen have to consign large quantities of perishable goods longer distances overland than their competitors, since the City is nearly 15 hours distant from London by the fastest express train. Markets nearer the port receive their fish by road, and now most of Scotland gets fish from Aberdeen in this way.

The herring fishing ports around Aberdeen-Peterhead, Fraserburgh, Buckie, Lossiemouth, Macduff and the Firth of Forth fishing villages—act as a nursery to provide some of the trawlermen which are attracted by the prospect of better money than they can hope to make in drifters or seine net boats.

Port's Production

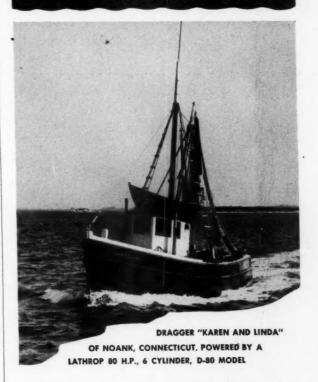
In 1938, 190,812 hundredweights of herring valued at \$285,620 were landed at Aberdeen, while the value of the 1,607,683 hundredweights of white fish was \$7,047,940. Figures for 1946 might be expected to be lower because of World War II; this is so in the case of herring but not for white fish. Only 35,433 hundredweights of herring were landed, their value being \$177,256 but 1,684,660 hundredweights of white fish were caught, with the greatly increased value of \$15,633,844. By 1947 the fishing fleet was nearer peacetime strength, and the result was big increases in every section of the industry. White fish catches jumped to 1,871,993 hundredweights worth \$16,-429,980 and herring to 177,871 hundredweights worth \$833,436.

The great majority of the white fish trawlers and great line vessels land their catches at Aberdeen although a few put into other ports such as the Moray Firth town of Buckie.

The livelihood of Aberdeen's 188,800 people is thus based substantially on fishing, and with farming as almost an equal partner, its economic foundations should remain sound. Some thought is, however, being taken for future developments. There are two fishery research stations at the port, one dealing with fish in the sea, and the other with fish after they are caught. The Department of Scientific and Industrial Research, an official United Kingdom Government body, and the Scottish Home Department (Fisheries Division) are interested in these stations, which are very useful to the industry.

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Fish Landings for Month of January

(Hailing fares. Figure after name indicates number of trips.)

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	4.	-		7.4	20

Alert (1) Alice M. Doughty (5) Andarte (4) Beatrice & Rose (1) Ethelina (4) Evzone (1)	7,000 93,000 61,000 3,000 63,000 10,000	Mary A. (1) Nautilus (3) Onward (2) Silver Bay (1) Vagabond (2) Vandal (2)	5,000 32,000 2,000 15,000 29,000 63,000
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BOSTON

Acme (5)	10,700	Marjorie Parker (2)	33,500
Addie Mae (6)	7,900	Mary & Jennie (6) Mary W. (2) M. C. Ballard (3)	12,000
	127,000	Mary W. (2)	33,100
Agatha & Patricia (1)	26,100 6,400	M. C. Ballard (3)	12,100
Alphonso (4) Annie & Josie (6)	7,900	Michael G. (6) Michigan (3)	349,200
Annie & Josie (6)	341,400	Nancy E (1)	11,500
	186,800	Nancy F. (1) Natale III (2)	47,300
	12,600	Neptune (3)	282,500
Ave Maria (Dragger) (7) Barbara C. Angell (1)	63,900	North Star (1)	11,800
	232,600	Nova Antonio (5)	19,900
	186,600	Ocean (2)	163,100
	162,500	Ohio (2)	110,600
Breaker (2)	155,500		35,800
Breeze (2)	143,400	Olympia (2) Olympia La Rosa (2)	33,800
Calm (2)	189,000	Paolina (2)	6,000
Cambridge (2)	144,500	Phantom (3)	348,500
Carmela Maria (Dragger) (2)	19,000	Plymouth (3)	229,300
Carmela Maria (L. Tr'ler) (6)	20,300	Princess (6)	21,700
Carole June (2)	70,200	Quincy (2)	148,700
Carole June (2) Catherine B. (Dragger) (2)	38,900	Racer (3)	279,400
Catherine B. (L. Tr'ler) (5)	22,500	Red Jacket (3)	356,000
Charlotte M. (2)	67,100	Richard J. Nunan (1)	7,200
Clipper (1)	68,000	Roma (6)	5,800
Cormorant (2)	161,800	Rose & Lucy (1)	17,600
Crest (2)	191,000	Rose Mary (5)	13,200
Delaware (3)	246,600	Rosie (7)	14,100
Diana C. (7)	19,200	Rosie & Gracie (3) Rush (3)	213,400
Dorchester (2)	200,400	St. Anne (3)	17,000
Drift (2)	5,300	St. Joseph (Dragger) (1)	14,700
Eddie & Lulu M. (6) Elizabeth B. (2)	126,300	St. Joseph (L. Tr'ler) (4)	15,800
Enzabeth B. (2)	235,900	St. Michael Angelo (2)	5,800
Esther M. (3)	250,700	St. Michael Angelo (2) St. Peter II (2)	5,800 171,500
Estrela (3) Fanny F. Hickey (6)	10,400	St. Theresa (5)	25,400
Flow (1)	123,000	Salvatore & Grace (2)	35,500
Flying Cloud (2)	215,700	San Antonio (1)	8,100
4-C-887 (1)	5,200	San Calogero (5)	11,500
4-E-885 (4)	10,500	Santa Rita (3)	10,900
4-G-370 (3)	13,300	Santina D. (1)	6,900
4-G-370 (3) 4-G-673 (4)	12,800	Savoia (3)	14,600
4-H-823 (5)	28,300	Serafina N. (1)	18,500
4-L-896 (1)	2,500	Serafina II (2)	30,200
Francesca (4)	25,000	Six Brothers II (6)	24,100
Geraldine & Phyllis (2)	110,300	Squall (2)	168,900
Hazel B. (2)	85,900	Storm (1)	108,500
Ida & Joseph (1)	21,000	Surge (2)	202,000
J. B. Junior (4)	229,400	Swell (3)	355,500
J. B. Junior II (2)	1,600	Tern (2)	204,800
Josephine Ess (3)	276,700	Texas (3)	171,500
Josephine F. (3)	11,900	Thomas Whalen (3)	198,600 156,100
Josephine P. II (2)	46,400	Tide (2)	169,200
Josie M. (7)	15,500 226,700	Triton (2) Venture II (3)	168,000
Lark (2)	31,200	Virginia (2)	107,500
Little Nancy (3)	61,900	Wave (1)	105,200
Louise (1)	196,800	Weymouth (3)	224,200
Lucky Star (2) Lynn (3)	240,200	Wm. J. O'Brien (3)	285,90
Maine (3)	260 500	Winchester (3)	304,50
Margaret & Marie (2)	14,000	Winthrop (3)	277,00
Margaret & Marie (2)	377,900		,
Maria Guiseppe (4)	11,500	Carllen Tandina /	'alland
Marietta & Mary (1)	5,100	Scallop Landings (C	
	12,300	Dagny (1)	90
Marjorie (2)	12,300	Dagny (1)	

Dagny (1) GLOUCESTER

Agatha & Patricia (1)	13,000	Falcon (1) Felicia (2)	2,000
Albatross (1)	16,000	Florence & Lee (1)	180,000
America (2)		Gaetano S. (1)	150,000
Annie (3)	6,000	Gertrude E. (2)	2,500
Annie II (2)	3,000		
Anthony & Josephine (4)	14,000	Gov. Al. Smith (1)	90,000
Ariel (6)	17,500	G. N. Soffron (1)	100,000
Barbara C. (2)	6,000	Golden Eagle (2)	273,000
Beatrice & Rose (1)	5,000	Hilda Garston (1)	158,000
Benjamin C. (2)	435,000	Ida & Joseph (4)	44,000
Bernie & Bessie (4)	4,000	Irma Virginia (2)	4,500
B. Estelle Burke (1)	19,500	Jackie B. (3)	26,000
Bethulia (3)	17,500	J. B. Junior (5)	42,000
California (4)	38,000	Johnny Baby (3)	4,500
Calista D. Morrill (1)	500	Josie II (3)	8,000
Carlo & Vince (2)	11,000	Julie Ann (1)	194,000
Catherine Amirault (1)	140,000	Killarney (1)	187,600
Corinthian (1)	133,500	Kingfisher (2)	423,000
Curlew (2)	371,000	Kurta (5)	5,500
Dale (1)	1,500	Leretha (1)	110,000
Dartmouth (2)	228,000	Lousam (1)	2,000
	270,000	Lucretia (2)	2,500
Dolphin (Glou.) (2)	78,000	Madame X (5)	14,000
Doris F. Amero (1)		Madonna (2)	21,000
Eva II (1)	1,000		8,500
Evelyn A. (1)	3,000	Margie & Roy (5)	
Evelyn G. Sears (3)	54,500	Maria Immaculata (3)	11,500

Callioine			
Calista D), Morrill (1)	500	Josie II (3)
	Vince (2)	11,000	Julie Ann (1)
	e Amirault (1)	140,000	Killarney (1)
Corinthia		133,500	Kingfisher (2)
Curlew (371,000	Kurta (5)
Dale (1)	/	1,500	Leretha (1)
Dartmou	sh (2)	228,000	Lousam (1)
	(Glou.) (2)	270,000	Lucretia (2)
	Amero (1)	78,000	Madame X (5)
Eva II ()		1,000	Madonna (2)
Evelyn A		3,000	Margie & Roy (5)
	3. Sears (3)	54,500	Maria Immaculata (3)

Mary (3)	11,500	Rosie & Gracie (2)	10,500
Mary E. (5)	14,000	St. Christopher (1)	152,000
Mary & Josephine (2)	390,000	St. Joseph (1)	10,000
Mary W. (1)	5,000	St. Nicholas (1)	190,000
Nancy F. (2)	14,500	St. Peter (3)	16,000
No More (4)	4,200	St. Victoria (1)	101,000
North Star (1)	5,000	Sacred Heart (3)	8,000
Novelty (2)	4,500	Santina D. (1)	5,000
Nyoda (1)	6,000	Serafina N. (2)	13,000
Pam Ann (1)	130,000	Serafina II (3)	12,500
Pan Trades Andros (1)	203,500	Silver Bay (1)	176,000
Philip & Grace (1)	129,00C	Sunlight (2)	406,000
Pilgrim (1)	177,000	Sylvester Whalen (2)	354,000
Priscilla (1)	1,000	Theresa M. Boudreau (1)	160,000
R. Eugene Ashley (2)	198,000	Theresa R. (2)	220,000
Roma II (1)	1,000	Thomas D. (1)	145,000
Ronald & Mary Jane (2)	338,000	Trimembral (2)	2,000
Rose & Lucy (4)	15,000	V-E Day (1)	230,000
Rosemarie (2)	13,000	We Three (5)	8,000

NEW BEDFORD

A.I	32,000	Liboria C. (3)	25,600
Adventurer (3)	27,000	Lt. Thomas Minor (3)	8,300
Agda (5) Agnes & Myrnie (1)	3,000	Louise (1)	39,100
Alice May (2)	8,200	Mabel Mae (1)	31,500
Alva (2)	7,300	Madeline (3)	12,400
Angenette (1)	2,100	Malvina B. (4)	42,800
Anna (2)	13,900	Maria Julia (4)	34,100
Anna C. Perry (5)	27,100	Marie & Katherine (3) Marie & Winifred (2)	31,200
Annie M. Jackson (1)	4,200	Marie & Winifred (2)	13,000
Arnold (3)	48,500	Martha E. Murley (2)	20,000
Arthur L. (3) Baby Doll (4)	37,200	Mary Anne (2)	54,600
Baby Doll (4)	16,200	Mary J. Hayes (3) Mary & Joan (3) Mary M. (3)	102,100
Barbara (3)	29,200 35,200	Mary & Joan (3)	13,000
Barbara M. (3)	12,600	Mildred & Myra (1)	8,200
Barracuda (3)	4,200	Minnie V. (1)	2,100
Bernice (2) Capt. Deebold (3)	42,800	Mishaum (3)	14,300
Carl Henry (1)	31,100	Molly & Jane (5)	48,800
Catherine & Mary (2)	27,100	Noreen (3)	88,200
Catherine & Mary (2) Catherine T. (3) Charles E. Beckman (3)	88,200	Palmers Island (2)	5,300
Charles E. Beckman (3)	13,000	Paolina (1)	39,500
Christina J. (2)	58,000	Papoose (3)	16,400
Christine & Dan (1)	6,300	Pauline H. (2)	35,500
Clara T. (1)	2,000	Penquin (3)	40,500
Clifton (2)	8,500	Petrel (2)	6,700
Clinton (2)	9,700	Phyllis J. (3) Portugal (3)	14,400
Clipper (1)	44,500	Portugal (3)	20,400
Connie F. (3)	21,000	Princess (2)	6,000
Dauntless (2)	18,800	Prosperity (1)	12,300
Doris Gertrude (2)	17,400 6,200	Quest (1) Ramona (2)	15,000
Dorothy (2) Dorothy & Betty (2)	4,700	Rita (3)	21,800
Edith (2)	17,600	Rose Jarvis (3)	15,600
Elva & Estelle (1)	3,600	Rosemarie V. (3)	18,100
Etta K. (3)	22,900	Rosie II (2)	17,500
Eugene & Rose (3)	42,800	St. Anthony (4)	28,400
Fairweather (3)	23,700	Sandra & Jean (3)	26,000
Fan & Mary (3)	19,700	Sankaty Head (3)	11,700
Fan & Mary (3) Fannie Parnell (2)	9,000	Sea Ranger (3)	109,000
Fred Henry (3)	10,200	Serafina (2)	6,200
Gannett (2)	72,500	Sister Alice (3)	13,900
Gertrude D (2)	11,000	S. M. Murtosa (4)	18,900 126,000
Gladys & Mary (2)	53,600	Solveig J. (3)	11,000
Grayling (3)	11,400	Sonya (1) Southern Cross (2)	6,900
Harmony (4)	29,500 3,200	Stanley B. Butler (3)	69,300
Helen Mae (1)	1,400	Susie O. Carver (1)	11,000
Hilda (1) Hope (4)	14,700	The Friars (3)	26,400
Huntington Sanford (2)	10,100	Theresa (2)	5,300
Invader (4)	54,200	Theresa (Conn.) (2)	11,900
Ivanhoe (3)	38,900	Theresa & Jean (1)	38,700
Jacintha (3)	95,800	Three Pals (3)	19,000
Janet Elise (3)	12,000	Two Brothers (2)	14,100
Janet & Jean (3)	22,500	Two Brothers (R.I.) (2)	16,600
J. Henry Smith (2)	3,400	Victor Johnson (3)	29,300
Joan & Tom (1)	6,300	Viking (2)	66,400
J. Henry Smith (2) Joan & Tom (1) Joan & Ursula (4)	72,700	Viking (small) (1)	3,700
John G. Murley (1)	42,000	Virginia (1)	39,90
Josephine & Mary (2)	34,500 4,000	Wamsutta (2)	8,40
Julia K. (1) June Bride (2)	27,300	Wanderer (3) Whaler (4)	139,20
June Bride (2) Junojaes (2)	74,200	Wild Duck (2)	85,00
Kelbarsam (2)	13,900		12,40
Lainee K. (3)	31,700		21,40
Liberty (1)	1,800		
200000	-,		

Scallop Landings (Gallons)

Abram H. (2)	1,750	Eunice-Lilian (2)	1,100
Adele K. (2)	1,550	Fairhaven (2)	1,800
Alice Hathaway (1)	400	Flamingo (3)	3,000
Amelia (2)	2,050	Fleet Wing (2)	1,100
Antonina (2)	1,350	Four Sisters (1)	425
Antonio (2)	1,900	Francis J. Manta (2)	950
Bobby & Harvey (1)	1,000	Gay Head (1)	300
Bright Star (2)	1,895	Growler (2)	1,850
Camden (2)	1,950	Irene & Mabel (1)	400
Carol & Estelle (2)	1,650	Jerry & Jimmy (2)	2,100
Charles S. Ashley (2)	1,950	Judy & Tony (1)	150
Dagny (1)	65C	Kingfisher (2)	2,000
Dorothy & Mary (1)	650	Linus S. Eldridge (3)	2,850
Elizabeth M. (2)	2,000	Louis A. Thebaud (2)	655
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FRIENDLY

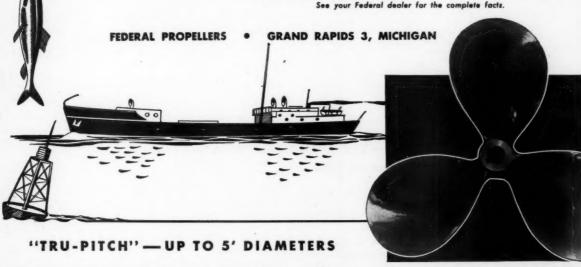


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"Erosion Proof—Withstands action of grit-laden fluids

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New Bedford Has Successful Bay Scallop Season

The most productive bay scalloping season in the history of the New Bedford area has just ended with a total of \$580,000 earned by New Bedford, Fairhaven and Dartmouth shell-fishermen. The outlook is considered good for next year. A petition was filed during January with municipal authorities asking that New Bedford waters be closed to bay scallopers until October 1.

Sea scalloping picked up at New Bedford in January with 11,590 more gallons landed than in December. Fifty-four vessels made 93 trips and brought in 82,087 gallons. High-liners were the Ursula M. Norton with 3,170; Flamingo, 3,110; and Moonlight, 2,940.

Yellowtail Landings Increase

Yellowtail production at New Bedford showed a substantial gain in 1948, 25,212,000 lbs. having been landed as against 20,812,000 lbs. during the preceding year. Abundance of this species on the southwestern part of Georges Bank was the reason for the increase. Production of all varieties totalled 77,266,000 lbs., a figure surpassed only by the 1936 total of 90,000,000 lbs.

Landings of some of the other major species were as follows: haddock, 11,433,000 lbs.; blackback, 10,445,000 lbs.; mackerel, 1,683,000 lbs., down 3,000,000 lbs.; and cod, 6,330,000 lbs., up about 2,400,000 lbs.

Blackback brought an all-time high price of 39.55c in New Bedford January 3, when short supply forced fish prices to a level unsurpassed in the preceding 12 months. Yellowtails sold at 22c, lemon sole at 38.5c, and scallops, which later in the month plunged to a two-year low of \$3.41, brought \$4.72.

Collis Again Heads Producers

William J. Collis was re-elected president of the Seafood Producers Association of New Bedford during January, and other officers named included John G. Murley, vice-president; Hans Haram, treasurer; and George P. Ponte, clerk-attorney.

Directors, offshore, are Olaf Anderson, Mathias Bendiksen, Herman R. Saunders, Michael Smith and Ponte. Tharald Drivdahl, Haram, John R. Hillier, Rudolph Matland, and Daniel Mullins, are the inshore directors; and those who represent the scallopers include Oscar Helgeland, Josef Isaksen, John Salvadore and Charles J. Tapper.

Draggers Collide in Harbor

The 90' New Bedford dragger Wamsutta, which sank the latter part of January 200 yards from the Fairhaven shore, off Palmer's Island, has been raised and is being repaired by Peirce and Kilburn Corp. The vessel was rammed hard amidships by the 92'

	(Continued	from page 40)	
Lubenray (2)	1,500	Palestine (1)	900
Malene & Marie (2)	2,000	Pearl Harbor (2)	1,800
Maridor (1)	900	Pelican (2)	2,000
Marmax (2)	1,405	Porpoise (2)	2,200
Mary Canas (2)	955	Red Start (2)	2,000
Mary R. Mullins (3)	2,550	Shannon (1)	400
Mary Tapper (1)	725	Ursula M. Norton (3)	3,100
Moonlight (2)	1,900	Venture I (2)	1,000
Muriel & Russell (1)	750	Virginia & Joan (2)	1,250
New Bedford (2)	2,000	Wm. D. Eldridge (2)	1,450
Newfoundland (1)	1,000		

NEW YORK

Alpar (2)	60,000	Paolina (1)	23,500
Beatrice & Ida (1)	16,000	Portugal (2)	81,500
Doris Gertrude (1)	13,500	Puritan (3)	120,700
Emily Brown (3)	156,500	Rainbow (2)	14,900
Felicia (4)	147,200	Richard Lance (1)	17,200
Florence B. (2)	77,000	Rosalie F. (3)	87,900
Gloria F. (1)	16,700	S-31 (2)	58,000
Gloucester (2)	45,600	Sunapee (1)	31,000
Gud Kay (2)	26,000	Teresa & Jean (1)	44,500
John G. Murley (1)	38,500		
Joseph S. Mattos (2)	61,500	Scallop Landings	(Callone)
Katie D. (2)	55,500	Scanop Landings	(Ganons)
Lady of Good Voyage (3)	119,500	Friendship (1)	600
Leah F. (1)	39,500	Gambler (2)	900
Mabel Mae (2)	73,000	Mary (1)	500
Major J. Casey (1)	13,400	New Dawn (2)	1.025
Mary Ellen (2)	23,300	Olive M. Williams (1)	500
New Bay (3)	169,100	Trio (1)	250
Norseman (1)	32,000	Whaling City (2)	1,400

Olivia Brown (3)

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dragger Noreen, also of New Bedford, and a large hole was knocked in her starboard side. The nine men aboard the Wamsutta, which is owned by her skipper, Capt. Alexander Smith, were rescued by the draggers Portugal and Palestine.

To Repower "Stanley B. Butler"

Capt. Olaf Anderson's 94' dragger Stanley B. Butler of New Bedford is to be repowered with a new 6 cylinder, 4 cycle, 9 x 11½, fresh water cooled Nordberg Diesel, which will be installed by Hathaway Machinery Co. The engine, sold by Atlantic Engine Supply, Inc., Boston, has a peak rating of 480 hp. at 720 rpm. and a continuous output of 400 hp. at 600 rpm. It is fitted with a 2:1 Capitol reduction gear and will swing a 64 x 48 propeller.

Two Draggers Lost

The Sandwich dragger Bethlehem was virtually a total loss after burning off Barnstable the first part of January. Two Fairhaven fishermen, including owner Alfred Pauline and John Parker, were rescued by a Coast Guard picket boat.

The 60' Annabelle R., owned by Harry Shuster of Newport, R. I., sank off Brenton Reef Light early in the month. Her two-man crew escaped in a dory and later were picked up by the dragger Heedja.

Considering Breakwater Project

A \$1,300,000 breakwater project now is under consideration for New Bedford harbor. The plan calls for building three of the structures, extension of the maneuvering area or turning basin, and improvement and continuation northward of the navigable channel along the Fairhaven shore.

Rasmus Jacobsen

Rasmus Jacobsen, 59, who had been an active leader in the New Bedford fishing industry for a number of years, died recently. Mr. Jacobsen was one of the original Norwegian members of the fishing fleet, having come to New Bedford from Norway at the age of 16. He was the owner of the New Bedford vessels Christina J. and the Solveig J.

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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

New Ritchie Fisherman's Compass

E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline 46, Mass., compass manufacturer since 1850, has brought out a 7" reduced diameter fisherman compass with a specially re-designed magnetic element. This new feature is said to give a rapid period and extreme steadiness to the card under all conditions.

Louis A. Crockett, Rockland, Maine, compass adjuster for many years, installed 10 of these compasses during the past few

Kinney Names Webster Sales Manager

Kinney Manufacturing Co., Boston, maker of liquid and vacuum pumps and clutches, has promoted Robert C. Webster,

formerly assistant manager of its New York office, to general sales manager, a newly created position. With headquarters at the home office in Boston, Webster will take over the domestic sales of liquid and vacuum pumps previously handled by William E. Worcester, vice president in charge of sales.

Worcester has been promoted to vice president and will act as consultant to the Sales and Engineering Departments. He joined the Kinney organization in 1919 and was manager of the Philadelphia district for 20 years until 1932 when he became vice president in charge of sales.



Robert C. Webster

New Apelco 12-Watt Telephone

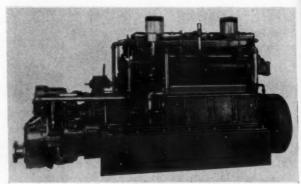
The new Apelco Model 23 marine radiotelephone, which incorporates a four channel crystal-controlled transmitter and a tuneable two-band receiver, is the latest addition to the line manufactured by Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.

The transmitter, with press-to-talk operation, has a power output of 12 watts, unmodulated, and a peak power of 48 watts into a 24 ohm load. The receiver features an automatic noise limiter of improved design. It is tuneable to the broadcast band as well as the two to three megacycle band.

Moisture-proofed to prolong the life of the equipment, this new model also comes equipped with the "Q" hut, which assures optimum radiated power. The "Q" hut, actually part of the



New Apelco 12-watt, Model 23 radiotelephone with "Q" hut at right.



New model five-cylinder, four-cycle, 8½ x 10½ Wolverine Diesel which develops 175 hp. at 620 rpm. The engine features enclosed valve mechanism and push rods, full pressure lubrication, Bendix Scintilla fuel injection, and hydraulic variable-speed governor. It is equipped with Snow-Nabstedt reverse and reduction gear, available in 1:1, 1.5:1, 2:1, and 3:1 ratios.

transmitter circuit, minimizes transmission losses because it is mounted at the antenna. This results in greatly improved performance, increased distance, and allows the radiotelephone to be installed anywhere on the boat without loss in signal strength.

Fairbanks-Morse Personnel Promoted

Fairbanks, Morse & Co., Chicago, has promoted O. O. Lewis to sales manager. Previously he held the position of assistant sales manager. Harry L. Hilleary, who for the past 17 years has been manager of the firm's St. Louis branch, is being transferred to the Company's headquarters office in Chicago to succeed Lewis as assistant sales manager.

L. A. Weom, manager of the Pump Division, has been transferred to St. Louis to become branch house manager, filling the vacancy left by Hilleary. Donald T. Johnstone, assistant manager of the Pump Division, has replaced Weom, with offices in Chicago.

Size Guide for Goodrich Bearings

Lucian Q. Moffitt, Inc., Main and Exchange Sts., Akron 8, Ohio, distributor of water-lubricated Goodrich Cutless rubber bearings, is circulating a new bulletin, No. 482, containing engineering data for marine installations. Of inestimable value to operators, naval architects and boat builders, this bulletin covers standard, full-molded type, oil resistant Cutless bearings and stuffing box assemblies, and includes recommendations for the selection and installation of these fittings.

Reference tables give dimensions of the proper standard size strut or aft stern tube bearing, forward stern tube bearing, and stuffing box and gland for any shaft or sleeve with outside diameter from 6" to 15", in multiples of ½". Other tables give the number and size of holes drilled in bearing flanges. There are also diagrams showing bearing and stuffing box construction as well as flange drillings.

Caterpillar Opens Albany Parts Depot

Caterpillar Tractor Co., Peoria 8, Ill., has opened a new parts depot in Albany, N. Y. at Railroad and Dott Aves. to replace the building used for the past several years at Rensselear, N. Y.

Managed by A. A. Colborn, who is assisted by Walter R. Miers, the new concrete block, stucco-faced building has 27,000 sq. ft. of floor space and a half-mile of steel storage bins. It

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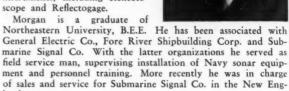
(Continued from page 44)

will serve New York State and the eastern seaboard of Canada and the U. S. down as far as Baltimore.

During 1948, other new parts depots were opened at Atlanta, Ga., Shreveport, La. and Minneapolis, Minn. while the main parts department offices in Peoria were expanded to twice their original size.

Morgan Represents Sperry Products

Charles T. Morgan of 21 Lothrop St., Beverly, Mass., has been appointed New England sales representative of Sperry Products, Inc., with headquarters at the firm's offices in Danbury, Conn. With a wide experience in sales and service of marine equipment on the Atlantic Coast, he will be responsible for sales development of marine applications of Sperry hydraulic remote controls and ultrasonic instruments, including Reflectoscope and Reflectogage.



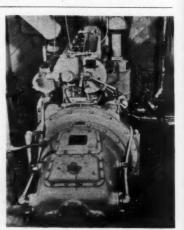
Jabsco Making Ball Bearing Pumps

In addition to its plain bearing, self-priming pump models, Jabsco Pump Co., 2031 N. Lincoln St., Burbank, Calif., is manufacturing several new ball bearing, bronze models for general marine service. Model 777 has a 1" pipe size and a range of 6.9 gpm. at 500 rpm. to 25.9 gpm. at 1750 rpm. Model 823 has a 1\(^{4}\alpha''\) pipe size and a gpm. capacity from 15 at 500 rpm. to 56 at 1750 rpm. Capacities given are against a 10' head.

The ball bearings are lubricated for life and the pumps feature neoprene impeller, patented Jabsco pumping principle, instant self-priming, ability to handle muddy and silt-bearing water without clogging, and ease of installation anywhere, at any angle. They may be located above water level due to a suction lift approximating 20'. The rubber impeller is reversible and may be reversed or replaced without uncoupling piping or motor drive.

Model 136 may be used on Ford V-8 marine conversions. It has a 3/8" pipe size and a gpm. capacity range (10' head) from 1.1 at 500 rpm. to 4 at 1750 rpm. A large 7" V-belt pully with sealed ball bearings mounted on the outside of the housing is standard, or it may be direct-connected. This model is equipped for flange mounting. A companion model, number 135, is designed for base mounting.

New 150 hp. Model ME-150 Murphy Diesel in the New Bedford "Lainee dragger owned by Knute Knutson, North Dartmouth, Mass. Furnished by J. H. Westerbeke Corp., Boston, the engine is a six-cylinder 6 x 61/2 unit with Sperry hydraulic controls and a 44 x 35 Columbian propeller. Capt. Pat Davis is skipper and Gus Kraby engineer.



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Check Accessories

(Continued from page 15)

suction line in good shape and what about the foot valve and intake strainer?

Running Lights

Running lights, especially on small fishing boats that seldom operate at night, may be in bad shape. Few running lights on fishing vessels are legal, particularly the masthead light in common use on the Western type of dragger. This light replaces the stern light prescribed by law. The purpose of the stern light is to range up with the white bow light of larger boats and the combination light of smaller ones as well as to show aft to warn of the presence of the craft to overtaking vessels.

If the stern light is up amidships on top of the mast it is extremely difficult to observe the range of this light with the bow light, especially when the bow light may also be secured to the same mast amidships. Therefore, instead of having two lights at some distance apart on almost a horizontal plane with rapid opening and closing of range with the slightest turning of the vessel, we find two lights almost, if not actually, on a vertical plane with one many feet above the other and practically no change of range with the turning of the vessel, if indeed there is any. It can be seen then that it is extremely difficult to ascertain the change of course of a vessel with its running light installed in this manner.

Occasionally one will note the installation of side and bow lights atop a pilothouse which is built to one side of the centerline of the vessel. Invariably the bow light will be fitted to the centerline of the pilothouse in such an installation, causing an opening of range when the vessel is actually bow on. This business of faulty light installation generally is overlooked except in the event of a night collision. In addition to proper positioning of running lights, running light screens should be of the prescribed lengths and the lights fitted with Fresnel lenses of the right size for the particular size of vessel.

If the lights are all right in the above respects, check their condition. Where oil lights are employed, ascertain that no holes have rusted or corroded through the fixtures causing a draught. It is desirable that the hinges and latches on the lights' doors work properly and if the fonts are fitted up through the bottom, the two clips of each and the solder should be in good condition. The fonts, burners and wicks require inspection. The wicks should be long and clean and the adjusting wheel in proper working order. It is wise to carry spare wicks and burners as well as a suitable amount of oil in a good stout metal can with screw caps.

If electric running lights are used, thoroughly check wiring, connections, switches, and so on. Even though the small fishing boat seldom is operated at night, it is advisable to test the electric running lights and the binnacle light once a week or so by switching them on and off to see that all are working right. Be sure to carry spare bulbs and do not use bulbs when the glass becomes loose in the metal.

Compasses

It is the opinion of this writer that any boat which may operate at night, or which through engine trouble or some such emergency, may be caught out at night, should be fitted with suitable means of lighting the compass. In so equipping a boat, be sure that the means of lighting does not affect the compass. In regard to this, one prevention is to be sure that the wiring of the binnacle light is twisted and not two wires running parallel to each other. It is wise to check, after lighting the compass, to see if the compass is the same on various courses with the light turned off and on.

Money invested in the services of a good compass adjuster is one of the best safeguard investments for the vessel that can be made. I once installed a new engine in a boat, one that supposedly was an exact duplicate of the old engine, and found after installation that apparently there was a difference in the composition of the metal for deviation of the compass had changed vastly. Many things can affect a compass. I knew of a vessel wherein the movement of the reverse control from ahead to neutral affected the compass. After any appreciable change is made in the vessel, even to the extent of a change in stowing of gear, it is advisable to swing the vessel to check any change in



BANTAM Of Bellingham, Wash. DEPTH RECORDER

Commercial fishermen, already familiar with the outstanding performance of other Bendix Depth Recorders, are enthusiastic about the new inexpensive "Bantam." Read what Ray Tarte, Captain of the "Arminta" of Bellingham, Washington, writes:

"The 'Bantam' Depth Recorder is a must and not a maybe on my boat. It has enabled me to stay on the fish and off the reefs even in the foggiest weather and after a long and hard day of dragging, I have always been able to run into harbor and anchor up. This has been an easier and more profitable season thanks to Bendix."

George Hillier, owner of the M/V "Hillier Queen" of Ucluelet, B. C., also writes:

"I have operated this machine since May in halibut, salmon and tuna fishing and can definitely state that this machine has greatly increased my fish catches. I can assure you it will increase any fisherman's earnings."

Designed for the owners of small craft, the "Bantam" has a range of 100 fathoms. The big easy-to-read chart—a feature of all Bendix Recorders—provides an instantaneous picture of undercraft conditions—you "see" the schools—hidden dangers

—and you always can find your way back to the most profitable spots.

The "Bantam" includes the outstanding features of other Bendix models, yet sells for only \$890. Bendix sales and service are available everywhere—write us for the name of your local dealer.



M/V "Hillier Queen," Ucluelet, B. C., also Bendix equipped.



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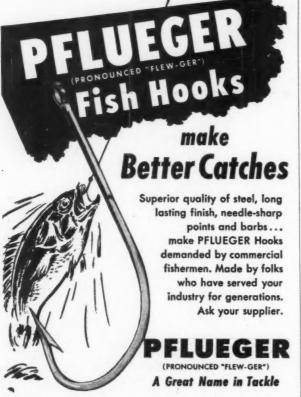
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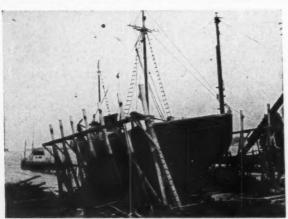
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Gloucester Draggers in South For Winter Operations

A fleet of over 25 Gloucester draggers is operating out of various Southern ports this Winter, including Hampton and Norfolk, Va., as well as New York City. The main varieties being landed by these craft, in order of volume, include scup, sea bass and fluke. Other species caught in smaller quantities are butterfish,

weakfish, rajafish and anglerfish.

The best trip made by a Gloucester boat so far this season was the 74,500-lb. catch of the dragger New Bay, Capt. Joaquim Gaspar, which was landed at Fulton Market, N. Y. on February 1, and consisted mostly of scup. Another good catch brought in recently at New York was that of the Emily Brown, Capt. Frank Brown, which totalled 63,200 lbs. Draggers that have been fishing out of New York have received good prices, with one boat gross sharing \$350 per man for a trip the last week in January. However, due to mild weather, which caused the fish to scatter, the size of the catches has been smaller than in recent

Big Day's Production

Gloucester had her best fish landings of the year on January 17, when 977,500 lbs. were brought to port by 10 boats. The catch included 875,000 lbs. of redfish, which sold for \$4.25 per 100 lbs. Landings for the month of January were considerably ahead of those for the same month last year, which was attrib-

uted to favorable fishing weather.

During the month, a number of good-sized trips were landed, including the following: Sylvester Whalen, 180,000 lbs.; Kingfisher, 218,000 lbs.; Felicia, 200,000 lbs.; St. Nicholas, 190,000 lbs.; V-E Day, 230,000 lbs.; Curlew, 186,000 lbs.; Mary & Josephine, 220,000 lbs.; Julie Ann, 194,000 lbs.; Sunlight, 208,000 lbs.; Killarney, 187,000 lbs.; Albatross, 170,000 lbs.; Ronald & Mary Jane, 170,000 lbs.; Florence & Lee, 180,000 lbs.; Theresa M. Boudreau, 160,000 lbs.; Silver Bay, 176,000 lbs.; Pilgrim, 177,000 lbs.; Benjamin C., 220,000 lbs.; and Pan Trades Andros, 203,500 lbs.

Several Gloucester draggers are operating out of New Bedford this Winter, including the Marie and Winifred. Some of the smaller Gloucester draggers have been bringing in flounders re-

Frozen Fish Fillets Moving Well

Movements of fish fillets from Gloucester freezers, especially redfish fillets, have been heavy recently. During the week ending February 2, a total of 540,700 lbs. of fillets moved out of storage, leaving 6,660,150 lbs. on hand. The amount of redfish in storage declined by 300,000 lbs.; whiting, by 100,000 lbs.; and cod, by 13,000 lbs. Holdings at the State Fish Pier freezer totalled 3,600,000 lbs., and showed a drop of 300,000 lbs. from the previous week.

F&WS Biologist Transferred

Alfred Perlmutter, Fish and Wildlife Service biologist, has been transferred from the Gloucester office of the Service to Michigan, where he will study Great Lakes fish.

Capt. Matthew S. Sears

Capt. Matthew S. Sears, one of Gloucester's leading fishermen and skippers for over 40 years, died January 26 at the age of 62. Capt. Sears' final command before his retirement about two years ago was the dragger Columbia, in which he broke all local records for gross stock and share per year and also for a single stock and share. Under his command, the Columbia was the top fishing vessel out of Gloucester in both 1943 and 1944. Capt. Sears had been a fishing boat skipper for 34 years.

Two Draggers Repowered

Capt. John Hudder's 43' dragger Catherine of Gloucester is being repowered at Gorton-Pew's with a new Model HRM-603, 110 hp. Cummins Diesel. The engine is equipped with Snow-Nabstedt 3:1 reverse and reduction gear and Snow-Nabstedt front power take-off, and will swing a 40 x 28 propeller.

The Gloucester 59! dragger Falcon, owned by Capt. Vito Favaloro, recently was repowered with an NHMS-603, 175 hp. Cummins Diesel having Twin Disc 3:1 reduction gear and power take-off, and turning a 44 x 28 Columbian propeller.

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New York Fishery Legislation Would Protect Striped Bass

A bill has been introduced in the New York Legislature to prohibit the taking of striped bass in the Hudson River from December 1 to March 15. An identical bill was introduced last year and subsequently amended to ban the use of haul seines

only, but it was vetoed by the Governor.

In accordance with the terms of another bill all haul seining would be prohibited the entire length of Jones Beach, from Jones Inlet to the tip of Oak Beach. A large part of this beach already is under the jurisdiction of the Park Commission, which does not allow any kind of commercial fishing.

Legislation introduced by Assemblyman Fox would prevent draggers from operating one mile from the beach, from Rockaway to East Rockaway Inlet. A fourth bill would prohibit the use of nets in Great River, with the object of banning striped bass netting.

Baymen Oppose New Fire Island Inlet

Led by Charles Suydam of Islip, baymen of that area met early in January to organize a campaign against cutting a new inlet through Fire Island at the approximate site of the original inlet. The proposal for the new inlet was approved recently by the Suffolk County Board of Supervisors, and has been submitted to the U. S. Army Engineers for consideration.

However, the fishermen favor improvement of the present inlet, and claim that a stone jetty is needed off Cedar Beach just west of the inlet's mouth to reduce the sand bars that build up on the ocean side of the channel. The 900' passage recommended for the new inlet would create a current hazard, according to the baymen.

"Green" Clams Not Harmful

According to Alfred Tucker, Superintendent of New York Marine Fisheries, the greenish discoloration which has been observed this Winter in clams of the East Hampton area does not indicate that the shellfish are inedible or that they have taken on the color as a result of pollution. The discoloration comes from minute particles of vegetation that are contained in the water which the shellfish strain through themselves, and is in no way harmful.

"Florence B." Nets Swordfish

An 80-pound swordfish was netted by the Florence B. recently while she was fishing for porgies off Montauk. The fish brought 41c per pound at Fulton Market.

"Look" Features Lobsters

The art of properly removing lobster meat from the shell and enjoying the delicacy is depicted in a picture sequence published in the March issue of "Look" magazine. Actor Jose Ferrer portrays the gourmet while the text reminds readers of the crustacean's present-day nationwide availability due to quick freezing and modern transportation. An accompanying full-page colored illustration shows a display of lobsters and crawfish.

Publication of this colorful seafood feature was arranged through the cooperation of the New York Fishery Council.



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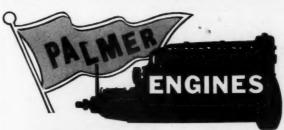
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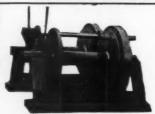


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Vineyard Bailings

By J. C. Allen

A check of our files shows that it is about 20 years since we wrote our first column for Atlantic Fisherman. Since that time there has been no edition which has not carried something which we have hove together. The files further reveal that for the better part of that period, our musings were on the buoyant side, optimistic, for the most part, but lately they have been less cheerful.

We have raved about over-fishing and the unrestricted use of destructive gear. It did not appear to us that anyone paid any attention to what we had to say, and it is probably true that few, if any, did. Yet today the fisheries of New England are faced with the proposal of an International treaty which will have the extent. Human as we are, we do not feel like saying: "We told you so."

As we write this column, the local fisheries have fallen to a new low in all in-shore waters, and even off-shore the luck has not been at all gratifying. Though statistics for the first six months of last year show an increase in poundage, an analysis of these same figures reveals that a large part of the increase is accounted for by the unbroken activity of the red-fishermen, who were tied up for a lengthy period two years ago, and also by the heavy Spring catch of scrod haddock. It is interesting to note that the Fish and Wildlife Service deplores this destruction of the scrod haddock which, it avers, would have been worth millions of dollars more, had they been allowed to grow a couple of years. This undoubtedly is correct, and in this picture of six months' fishing is presented a segment of the entire history of otter-trawling as we know it in New England.

We have no means of knowing what the restrictions may be, if and when adopted, but one thing is plain. Attention of the Commission is directed, first of all, to the otter-trawl. New England bank ground is limited in extent. Whatever is done must result in some restriction as to ground, as well as gear, according to the proposal. With three principal size-classifications of otter-trawlers operating off New England, any restriction whatever is bound to hit one of these at least.

We anticipate that an attempt will be made to soften the blow as much as possible—open and closed seasons on recognized spawning grounds, perhaps, in order that no one shall actually be prevented from fishing altogether.

Our local fleet is composed of small craft, with few exceptions, and it is upon this classification that the blow is most apt to fall, as we see it.

Time for Cold Weather

Late in January we sailed on our weekly cruise in a surprised and mellowing state of mind. A jumping barometer, an easterly wind and a dusting of snow, had filled us with an apprehension that our fair section of the realm might not fare any better than California, possibly even worse. When, therefore, we hauled clear of our bunk in the four of sunrise to see that Spring still remained in our midst, we felt much like the old Pharisee of Scripture, and thanked the Lord that our part of the country is not like some others which we could mention.

So we cruised with the wind right up and down the mast, the sea as smooth as a small mill-pond and life stirring everywhere. True, we didn't see any swordfish finning, nor porpoises breaching, but then we didn't look too closely, being busy with the

The weather-sharks have said that just perhaps there will be no great change in the weather from now on. We thought of this as we made sail in bright sunshine with a southerly wind lifting the leech of the mains' as we swayed her up. Wonderfully comforting, and all that, but a thing that we always figure must be paid for somehow, some time.

If we don't get blown clean out of water along in April or May, and half-frozen in, maybe, June, it will be astonishing! Winter has always been the time for cold weather ever since Walmsley was hung, and somehow we prefer to have it then; we are more accustomed to it.

New Brunswick Report

By C. A. Dixon

Purse Seining for Herring Improves

As January ended and colder weather set in, the Southern New Brunswick purse seining fleet caught more sardine herring than in previous weeks when the supply fell far below the demand at the Canadian factories located on the islands of Grand Manan, Campobello, and the mainland of Charlotte County. An unusual happening during the month of January was the seining of sardine herring in the Friar's Bay and Treat Island region near Eastport, Me. In the Fall large quantities of small herring were driven into coves and inlets of the Cobscook River on the United States side of the border by silver hake, and while some of the fish were caught, apparently enough were left to make possible the recent haul.

Sardine herring also have been caught at Seal Cove, Grand Manan and lesser quantities have been taken elsewhere in Charlotte County. However, it was expected that the school of fish which recently has been frequenting waters around Lepreau would begin to move westward as the month of February progressed. Most of the seining fleet, which is owned mainly by Campobello men, is now active.

So far this Winter very little damage has been done to weirs in Southern New Brunswick by ice, and it now appears that conditions will not be bad enough to cause the destruction sometimes suffered.

With the Maine sardine plants closed, fishermen now have only the Canadian market available to them, and as a result the price has dropped from \$25.00 a hogshead to \$20.00. However, despite the decrease, fairly profitable operations are possible if the herring become plentiful enough to provide steady fishing.

There now are between 15 and 20 sardine factories on the Canadian side of the border, whereas a comparatively short time ago only one or two were in operation, and the greater part of the take had to be marketed in Maine. Some years ago it was necessary to sell the surplus catch to reduction plants, but now only the scrap from the factories is converted into fish meal and oil.

The sardine industry has had eight consecutive good years, and 1949 holds promise of being another. During the period, there never has been a time when production has exceeded the demand.

Scallop Production Good

Southern New Brunswick fishermen have caught more scallops this winter than ever before in history. Takes were good almost everywhere, with the 'Quoddy fleet accounting for the major part of the total production. The price has dropped from \$6.00 a gallon received the first of the season to less than \$4.00, but fishing has been so steady and productive that operations have been profitable.

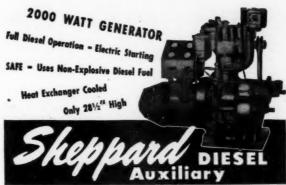
Scallopers from Digby made their way across the Bay of Fundy and fished from a base established at Wilson's Beach, and Western Maine draggers found large beds of scallops in the Cobscook River near Eastport.

'Quoddy Power Project

At a meeting of the International Joint Commission held in Washington recently, A. Wesley Stuart, M. P. from St. Andrews, N. B. and a former Deer Island fisherman and sardine boatman, outlined the views of the fishermen and canners of Charlotte County regarding the Passamaquoddy Bay Power Project. He informed the Commission that the canners and fishermen are opposed to any steps being taken to launch the project until those who might be adversely affected are provided for.

Halifax Fisheries Conference

A three-day conference of fishermen, packers and exporters was held at Halifax recently. Problems of Canada's Atlantic fishing industry were discussed, and plant inspections were made. Presiding at the conference was J. H. MacKichan, president of the Atlantic Salt Fish Exporters' Association.



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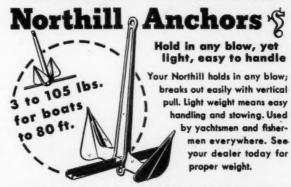
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*Nordberg Mfg. Co., Milwaukee, Wis. *The Palmer Bros. Engine Corp., River Road,

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Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

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Sounding-Lead

(Continued from page 9)

and borrowing authority not over \$75,000,000. Senator Magnuson also introduced a resolution authorizing the Senate Commerce Committee to conduct a study of U. S. fishery resources.

A measure which includes provision for transfer of the Fish & Wildlife Service to the Agriculture Department and is substantially the same as a bill introduced in the last Congress has been sponsored by Congressman Hope.

Congressman S. O. Bland of Virginia has introduced legislation which would provide for a fisheries extension service, as was requested in an identical bill at the last session.

F&WS BUDGET-The budget estimate for the fiscal year 1950, running from July 1, 1949 to June 30, 1950, as approved by the Budget Bureau and recommended by the President, allows \$510,000 for Commercial Fisheries Branch of Fish & Wildlife Service and \$158,500 for Fishery Market News Service. The Commercial Fisheries estimate is \$100,000 more than the base appropriation in 1949, with the increased funds to be utilized as follows: completion of second floor of the Ketchikan laboratory, \$30,000; additional operation Alaskan exploratory fishing vessel, \$30,000; printing technical reports and publications, \$10,000; salary adjustments provided by law, \$25,500; and periodic pay increases, \$4,500.

Regarding the individual items under Commercial Fisheries, the estimate for fishery technological research, \$208,943, will allow for some research on freezing, packaging, processing of fishery products; on toxic clams; and on bacteriology and sanitation; and limited work on fish oils and vitamin assays, and on nutrition. Research on freezing fish at sea, defrosting, filleting, and refreezing, including vessel equipment, cannot be expanded.

In the field of fishery statistics, the estimate of \$99,757 will permit only the present partial coverage of the Nation's fisheries. Collection of data on the fisheries of the South Atlantic States, the Great Lakes, and the Mississippi River and its tributaries, cannot be resumed. The estimate of \$20,650 for fishery economic investigations provides no increase, other than for salary adjustments.

The 1950 budget estimate for Fishery Market News Service does not permit the reopening of the Market News Offices at Jacksonville, Florida, or Astoria, Oregon, leaving the South Atlantic area and a large part of the Pacific Northwest without coverage as to daily information on production, prices, and marketing conditions.

The market development and educational activities of the Branch of Commercial Fisheries are conducted with funds transferred annually from the Department of Agriculture. The estimates to carry on these functions during the fiscal year 1950 provide only \$160,000 as compared with \$175,000 transferred in the fiscal year 1949.

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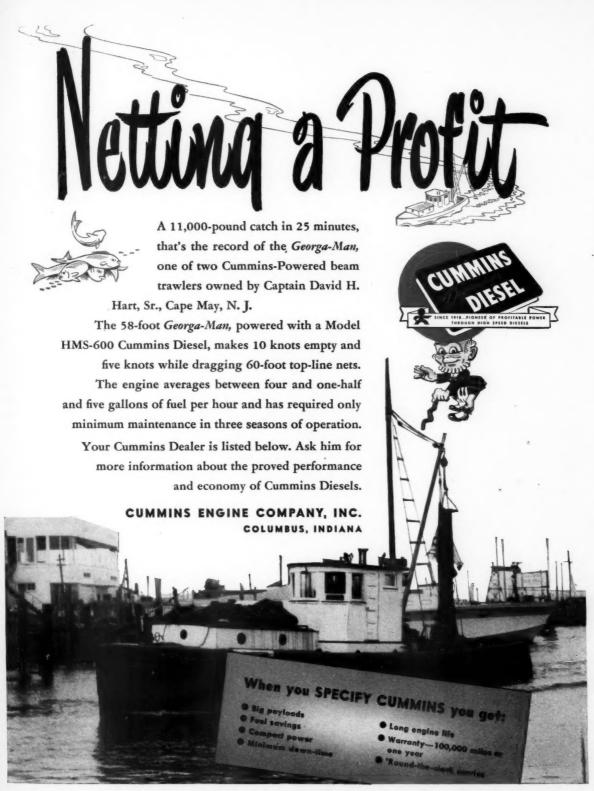
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